VOLUME VIII NUMBER 28 WEST July 27, 1971 PRICE THIRTY CENTS

Cycle News

America's largest and most complete weekly motorcycle newspaper

SUSPENSION UPHELD

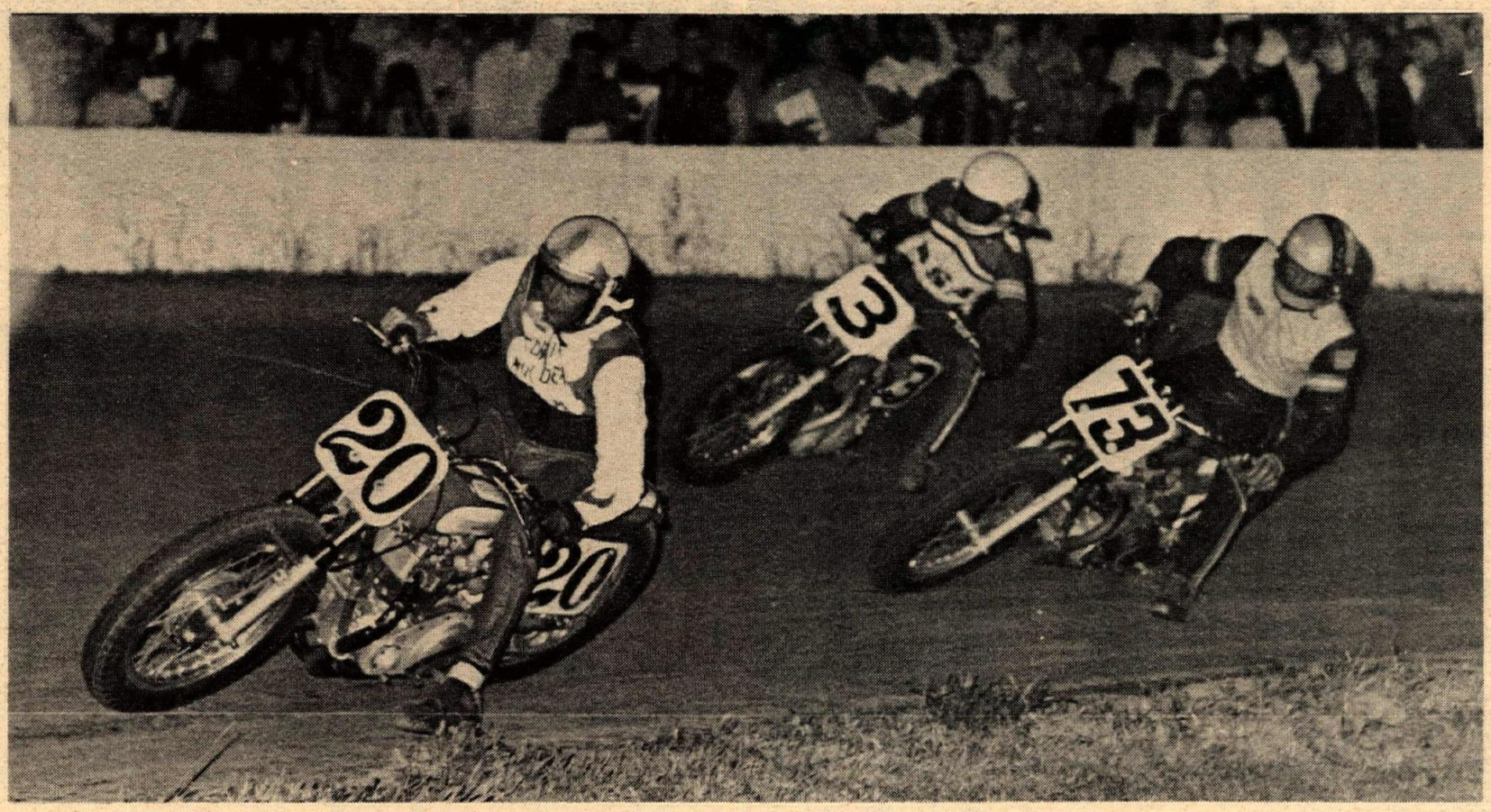
An appeal has been received from AMA Grand National Champion Gene Romero on the suspension levied against him by the Chairman of the AMA Competition Congress July 12. Romero and three other Expert riders were suspended for 15-days for having submitted falsified medical forms with physicians' signatures forged on those forms.

The three other riders involved were Charles Palmgren of Freehold, N.J.; Richard Hammer of Artesia, Calif.; and Gordon Van Leeuwen of Los Angeles, Calif.

The AMA's Legal council reviewed the appeal and has reported to the association that it is not proper under the professional rule book. Thereby, it is not to be honored by the AMA.

Legal council arrived at this opinion based on Chapter 17 of the 1971 Professional Competition Rule Book which states in the last paragraph under B-2 "Any suspension levied by the chairman of the Competition Congress hereunder shall be for not less than 15 days for the first offense and not less than six months for a second offense of the same nature. There shall be no appeal from any suspension levied hereunder."

The riders have served four days of their 15-day suspension, consequently 11 additional days of their suspension are to be served.



Motorcycles have again returned to the famed Pikes Peak Hillclimb this year (top) even though the AMA lifted its sanction for the event. Next year it will be sanctioned, however. As it was, the climb was still a success. Photo by Shirley Knop; report on page 21. Above, Eddie Mulder (20), Dave Aldana (3) and Sonny Burres each took turns leading the TT National at Castle Rock, Wash., Saturday. A report on who won "by only 6 inches" begins on page 18. Photo by Walt Mahoney.

CYCLE NEWS
2499 Cerritos Ave.
Newspaper
Long Beach, Ca.
90801 (213) 427-7433

TUESDAY, JULY 20

MINIS, SCMBA. Trojan Speedway, South Gate, Ca. 6 pm. $3 post, $1 gate. 11 classes. 213/862-0229.

WEDNESDAY, JULY 21

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking, program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 & El Toro Rd. $5 mail (7/19), $10 post. 7:30 pm. 714/774-3222.

THURSDAY, JULY 22

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca. Gates close 7:15 pm. 213/862-0229.

FRIDAY, JULY 23

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. $2.50 adults. $1.50 hi-teens, 50 cents tykes. 213/793-3927.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Speedway, 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.

½-MILE, Cox, Trippe, etc. Yamaha Gold Cup, Ascot Park, Gardena, Ca. $5000 purse. 213/531-0479.

american
cycle
association
presents

July 21 – El Toro Speedway
Short Track & TT

July 25 – Saddleback
Motocross

July 25 – Southbay Speedway
Half Mile & TT

July 28 – El Toro Speedway
Short Track & TT

For further info. see calendar or phone ACA office 10-6 M-F
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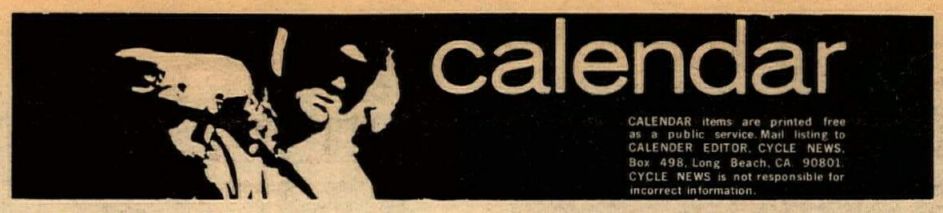

CALENDAR items are printed free as a public service. Mail listing to CALENDER EDITOR, CYCLE NEWS, Box 498, Long Beach, CA 90801. CYCLE NEWS is not responsible for incorrect information.

SATURDAY, JULY 24

TT, Elsinore Race Track, Elsinore, Ca. 7:30. Off Hwy 71.

SPORT ST, Valley. Cycleland Speedway, 14 mi. S. of Chico, Ca. 8:30 pm. $2 ride/watch. 3 plates. 916/342-9302.

PRO TT, Mt. St. Helens. Castle Rock. Box 51, Castle Rock, Wash. 98611.

AMA NATIONAL CHAMPIONSHIP TT, Cox, Trippe, & pals, Ascot Park, Gardena, Ca. Night. 50 laps.

SCRAMBLES, Hayward. Hayward (Ca.) Spdwy. 7 pm. $2 ride/watch. 'C' trac. Silencers. 3800 Depot Rd., S. Hayward, Ca.

SCRAMBLES, Shasta. Happy Valley Rcwy, 11 mi. W. of Anderson, Ca. 8 pm. $2 ride/watch. 'C' trac. 916/365-7753, 365-1709.

TT SCRAMBLES, Jackrabbits. Elsinore (Ca.) Race Track, off Hwy 71. Ultra's race 6:15, LW 8:45, HW 10:45. D-37 pts. Doug, 213/869-0600.

SPEEDWAY, Trojan Spdwy, South Gate, Ca. 7:30 pm. 213/923-9132, 862-0229.

HRA TT, 395 Cycle Park, Adelanto, Ca. $2.25 entry. Sign 5 pm, race 7. 714/246-6109.

JUNIOR MX, ACE. Indian Dunes, Valencia, Ca. $5 entry. 805/259-8000.

SUNDAY, JULY 25

MX, Oak Creek Ranch. 1[illegible] W. of Mojave. 11 am. Camping. 2[illegible] 6-4573. CANCELLED

MINIS, WWMBRA. San Jose (Ca.) Frgnds. Use rear entrance. $2.50 race, $1 watch. Box AE, Campbell, Ca.

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ACE

Motocross Schedule
& up coming events

at
Indian Dunes Park

July 24 – Junior $$ Moto

July 25 Tri-Am All Junior Day

July 31 – All Junior Day*

Aug. 1 – "Can-Am" Series*

Aug. 7 – Junior Motocross*

Aug. 8 – "Can-Am" Series*

*Mail entry this event

ACE
28700 Saugus–Ventura Rd.
P.O. Box 174, Newhall, Cal.
Info (805) 259-8000

ACA MX, Saddleback Park, Ca. $6 mail (7/23), $10 post. $2.50 gate. 10:30 am. 714/774-3222.

ACA ½-MILE/TT, South Bay Spdwy, San Diego, Ca. $5 post (250-Open). $3 post (125). License req'd. 714/774-3222.

TRI-AM ALL-JUNIOR DAY, Indian Dunes, Valencia, Ca. $10 mail (7/23), $25 post. Box 1132, Ventura, CA 93001. 805/643-5858.

MX, CMC Oregon, Goose Hollow, Unltd. 20 mi. W. of Salem on Hwy 22. $5 post, $1 extra class. Box 845, Salem, Ore. 97308. 503/364-0461.

EUROPEAN SCRAMBLES, Hilltoppers. Limed from first Barstow off ramp, heading N. on Hwy 66. Ltwt. 9 am, Open 10, Trails 11. Entry $3.25. Special benefit race $10.00. 213/423-2475.

MX, Arizona Desert Raceways. Sign by 9:45 am. $5 post. 1408 E. Granada, Phoenix, Ariz. 85066.

MX, Westwood. Westwood, Ca. $2 ride/watch. Noon.

ALL-JUNIOR MX, Bay Mare, Somis, CA 100% brass. $[illegible] $8 post. Box 371, Somis, CA 93066. 805/52[illegible]1872. CANCELLED

CMC MX, Carlsbad (Ca.) Rcwy. $5 mail (7/20), $10 post. 10 am. Box 1402, Costa Mesa, Ca. 92626. Penton series.

SCRAMBLES, Campbell. Cycle Hills, upper track. Noon. $2 ride/watch.

CMC CENTRAL MX, Crabtree Cycle Park, limed from Coalinga, Ca. $5 post. 9:45 am. Camping.

TUESDAY, JULY 27

MINIS, SCMBA. Trojan Speedway, South Gate, Ca. 6 pm. $3 post, $1 gate. 11 classes. 213/862-0229.

WEDNESDAY, JULY 28

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking, program. 213/793-1558.

ROUGH RIDER CYCLE PARK

July 25 – Family ride day
(no races, just fun)

Aug. 1 - Suzuki All Junior Day*

8 – MX – $500 cash
purse and trophies*

Aug. 22 – TRI-AM*
Series Finale

* mail entry

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All Riders Must Wear Helmets And Shoes
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5131 Tapo Canyon Road
Simi Valley, Ca. 93063
Mail: P.O. Box 1132, Ventura, Ca. 93001
Info: (805) 643-5858

CHANGES/ADDENDUM

MX at Oak Creek Ranch July 25, CANCELLED.

MX at Indian Dunes July 25 at Tri-Am All-Junior Day.

As of August 1, all District 37 point runs require the use of SILENCERS.

Short Track by Palo Alto at Alviso Speedway, POSTPONED.

ALL-JUNIOR DAY at Bay Mare July 25, CANCELLED.

Corona Raceway will not hold a HALF-MILE July 24 due to the Ascot National.

SCRAMBLES by Competition M.C. of Salinas July 25, CANCELLED.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 & El Toro Rd. $5 mail (7/26), $10 post. 7:30 pm. 714/774-3222.

THURSDAY, JULY 29

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca. Gates close 7:15 pm. 213/862-0229.

(Continued on page 30)

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st THURS. OF EVERY MONTH

250 TT, 50 lap – Trojan Speedway. Guaranteed $300.00 purse. Pre-entry fee $5.00. Post Entry fee $10.00. Send entries to 5601 Southern Ave., South Gate, Calif. or bring by the track. Gates open 5:30, Close 7:00. First race 7:30. Also regularly scheduled program. For further information call: (213) 923-9132 or 862-0229.

EVERY WEDNESDAY

A.C.A. SHORT TRACK & TT at El Toro Speedway (formerly Orange County Speedway) 23001 Valencia. El Toro, Calif., El Toro off-ramp San Diego Freeway. Pre-Entry $5.00. Post-Entry $10.00. Pits open 6:00 p.m., practice 7:00. First race 8:00 p.m. ACA license required. Pit men $2.00 membership. Guaranteed Purse Sr. Classes. Admission $2.50, Jr. (12-16) $1.50. Info: (714) 744-3222.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday – Motocross – all classes 8 a.m. practice – 10 a.m. start – $2.00 gate entry – $2.00 race entry with membership, $2.50 without membership. Info – (714) 247-7473 (eves.)

1st SUNDAY OF EVERY MONTH

Suzuki – All Junior Days – MX, Rough Rider. $4 Mail Entry, $8 Post. Box 1132, Ventura, Ca. 93001. (805) 643-5858. Gates open 7 am, entries close 8:30. Races at 9:15. Excellent trophies and other Suzuki products.

EVERY SATURDAY

Professional TT (night) by the Mt. St. Helens M/C Club, Inc., at Castle Rock, Wash. For information write: P.O. Box 51, Castle Rock, Wash.

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

EVERY THURSDAY
CMC NIGHT MOTOCROSS AT ASCOT PARK

$5 post entry – 3 number plates. CMC license required. Pit gates 4:30 PM. First race – 7:30 PM. $400 purse, Experts – trophies, Juniors and Intermediates. General admission $2.95, Junior admission $1.50, Kids admission $.50. Under Free. Entries close 6:30 PM.

BASSANI MOVES. Tom Smisek (R.) gives ingenious neo-businessman Darryl Bassani a hearty clasp (note lack of more hip "fingers-up" grip) to offer congrats, in front of Darryl's spanking new headquarters. Meanwhile, Jim Cooke, ace motocrosser and Bassani's plant manager, stands there evidently waiting for his turn. Bassani's ever-expanding line of pipes, kits and custom goodies moved to the 1117 Fountain Way, Anaheim, CA 92806, to provide more room for designing, testing, and manufacturing such items as the Quiet Pipe. There's also more advertising and promotion in the future. Keep on truckin', Darryl.

Fullerton to Build Park

By Dick Ahlefeld

FULLERTON, CAL., July 13, 1971 – Anaheim's Banzai Minibike Park is such a success that it's being copied much to the delight of everyone. On a 3-1 vote, the Fullerton City Council approved the inclusion of a minibike park within the city limits. Estimated opening date will be August 6, 1971.

This is good news to the many minibke and motorcycle riders who were banished last year from the vacant lots and range of hills that cut across the northern section of the city. The site is the Brea Dam basin, leased by the city from the Federal Government, and offers 16 acres that can be developed into a cycle park.

The initial investment will be $9900, and will be used for grading and fencing, signs, starter building, utilities and insurance.

Recurring expenses will include $8,700 for two recreation leaders. Another $1,700 will be needed for rented portable toilets annually.

The city will charge riders $1 per day and estimates 50 riders each day during summer vacation and 20 on all other days. They expect to operate on a $5300 deficit each year.

Limits on the size of bikes, course rules, attire, conduct, muffler requirements and other controls will be set by Fullerton's Park and Recreation Commission.

Fullerton's park director, James Cowie, expects the park to be an instant success, equal to the new park they placed it on a trial basis to determine its success.

Anaheim's minicycle park has come under scrutiny from many cities and most have commented favorably, realizing that Banzai Cycle Park may well be the answer to the question, "Where can I ride?"

COMPUTER RACER

BELFAST, NORTHERN IRELAND, July 2, 1971 – A 500cc motorcycle racing engine developed at the Queen's University may form the basis of a new British motorcycle aimed at American and other overseas makers. One unusual feature of the enterprise is that all the design work on the engine was done by the University's computer.

The engine was completed only nine months after the project was undertaken by a small team headed by Dr. Gordon Blair of the University's Faculty of Mechanical Engineering.

According to Dr. Blair, the single cylinder 2-stroke engine generates over 60 bhp at 7,800 rpm. This is the eighth motorcycle engine to be developed by computer at the University. Two years ago a twin cylinder 250cc racing engine was designed and built at Queen's.

Dr. Blair said, "The engine is a serious proposition for road racing, 'scrambling' and as an ordinary road-going machine. The objective of the project is to try and produce greater target power. Using the computer, we are now completing design in a very short time whereas other methods might take years to produce our desired development goals."

MOTORCYCLIST'S FACT SHEET

Q. *After December 1971, will I still be able to buy a bike with an unmuffled exhaust?*

A. Yes—if you buy a motorcycle that was manufactured before December 1971. However, manufacturers are discouraging the use of expansion chambers and megaphones, and are obsoleting them from their coming models.

Q. *What benefit will I, as a rider, receive from a quieter motorcycle?*

A. The primary benefit of less noise is fewer complaints. This, in turn, will make more land available for riding.

Q. *What is MIC doing to counter proposed and existing legal restrictions?*

A. This "Less Sound = More Ground" program is only the first in a series of plans designed to create a better image of the motorcycle rider. MIC is enlisting dealer support to lobby against restrictive motorcycle legislation in each state.

Q. *How will this program gain public support?*

A. Publicity will make the non-rider aware that motorcycle enthusiasts are concerned about their opinions. Voluntarily reducing the noise from motorcycles will encourage sympathetic support.

Q. *Why should I worry about noise if I want to ride in totally unpopulated areas?*

A. There is no place in the United States where you can be truly alone. The conservation clubs in remote areas are those that have the greatest voice in restriction of the areas in which you can ride.

Q. *Will the new muffling stardards affect the performance of my new motorcycle?*

A. Manufacturers are designing their standard production motorcycles to put out the maximum amount of horsepower with the muffler on it. These mufflers will be the result of a new, major research effort currently under way.

Q. *Will the muffler cause any mechanical problems or failures in my motorcycle?*

A. No—the motorcycle is designed to produce maximum reliability with the use of a stock muffler. The use of noisy open megs or expansion chambers may cause burned pistons, piston seizures or other related mechanical failures.

Q. *Can I modify the exhaust system on my new motorcycle after the new standard takes effect?*

A. Yes, but the warranty on your bike will be immediately voided. If you are interested in the protection of your machine, you will not carry out exhaust modifications.

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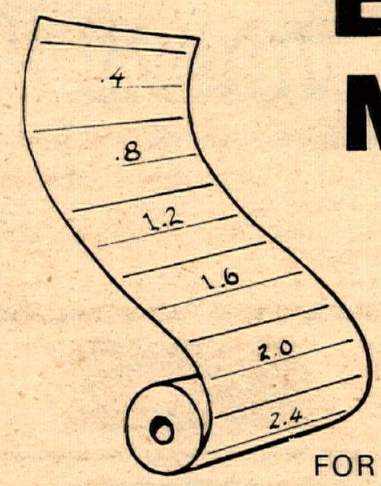

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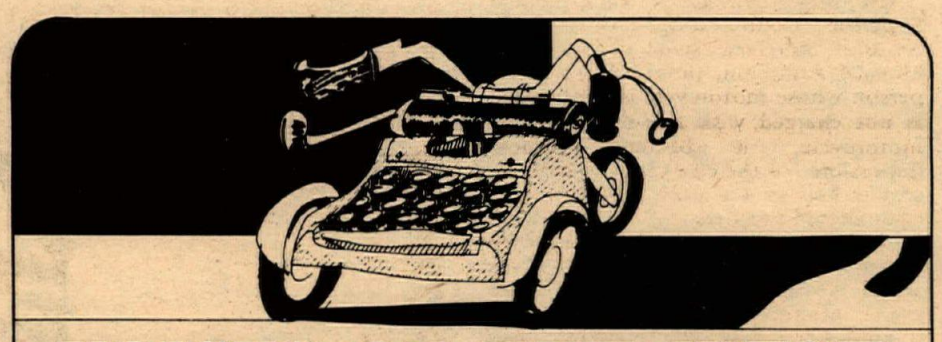


VOICES OF THE WEST

LULL FOR LACKEY

Like I said in the last letter I went to Holland but didn't get to ride because the Italy club kept my AMA paper. Well, it's a long story, and this weekend is the Czech Championship so I don't get to ride any races, but next week is East Germany G.P. then there is a month break until the Finland G.P. but I'll probably ride some more International races. I'm going to ask if I can ride in the 500cc G.P. in East Germany. It should be sometime in that month's break.

The 500cc guys aren't as bad as the 250's so if I was to get a good start I would have more of a chance in the 500's because they are all the old men. Well anyway I'm beginning to get more aggressive, because I'm getting mad at all the hassels so then I go faster without worrying about crashing. I haven't been crashing or stopping or even slowing down – just going as fast as possible and you know my results. It's kind of strange, my two best places were where I had the most trouble, crashed once at Poland, and stopped twice at Yugoslovia, the other G.P.'s have been perfect and not so good in the end. I guess it depends on what happens to everyone else, too. I guess I'll need a new, good bike for the A.M.A. Series when I get back so if the CZ guys get a good motor, hide it away somewhere until I get back then I can use that motor in the series and have an extra one for a spare.

BRAD LACKEY
CZ Factory
Strakonice II/483
Czechoslovakia

LAST CHANCE FOR AJAY'S CASH

It is with silent regrets that from August 1st inclusive we must withdraw our offer of $25.00 per West Coast Win to Riders of muffled AJS Stormers.

Over 20 riders have received one or more of our payments, and our accountant has pointed out that if we do not soon stop these payments we will vanish impecuniously up our own exhaust system!

NORTON VILLIERS CORP.
Paramount, Calif.
July '71

UNKNOWN SENDER

I just received an envelope postmarked Los Angeles which contained $2 with the typewritten note, "to fight Big Brother". Nothing else! No name! No return address!

The sender (God Bless Him) just paid for two one-year memberships in MORE but I can't represent him unless I know who he is.

Forever MORE

RUSS SANFORD
P.O. Box 26062
Sacramento, CA 95826

STARS IN HIS EYES

Received C.N. West today. Page 15: photo of Kenny, in "Kenney Meets Fellow Yanks in European MX", he's got 48 stars on his flag – seems as though if, they want to make a big deal out of the flag hanging upside down, at least he'd have the right one on.

RONALD A. RAASCH
Anchorage, Alaska

STICKERS & POSTERS

Could you please give me some info on getting a wall poster of "On Any Sunday". It's really a far-out poster. And a bumper sticker or poster of "Less Sound, More Ground". (Silent majority rules). Please reply.

AL NOWOCINSKI
Garden Grove, Calif.

Bob Bagley of Bruce Brown Films says that distribution of the posters will be set up soon with as many of the motorcycle shops as possible being outlets. We'll let you know when they are available. The "Less Sound, More Ground" stickers can be had by writing the Off-Road Vehicle Institute (ORVI), 7345 Broadway, Lemon Grove, Calif., 92045...Ed.

WITHOUT RESERVATION

I feel I must write you on the race held at Indian Dunes on July 5th. The idea of the race being a benefit for a fallen rider (Mr. Whitey Martino) was first class; I am sorry to say I cannot say the same for the turnout or the way the races were put together.

All races were an hour late in starting. It was my understanding that it was co-hosted by the Viewfinders and Checkers. I can't believe any club had anything to do with the mass bumbling of the day. There wasn't any rider's meeting; no one knew for sure what kind of start or much of anything. I read in your ad that 100% of the entry went to Mr. Martino. I heard that only $1 of it went to him. Who is right? Also, having 10-year-old boys (give or take a few years) as flagmen is stupid. The course was good and it was a fun race. But, alas, I fear that Indian Dunes is only out for the wumpum.

BOB SHAW
Van Nuys, Calif.

Don't believe everything you hear, Whitey Martino will receive 100% of the entry...Ed.

MR. TRIPES EXPLAINS WHY

We'd like to extend a public apology (Marty and I) to all competitors, that we entered an AMA professional event under false pretenses.

We have done this because we wanted to exemplify that not only age should alone determine what makes a man qualified to be a professional rider.

Not just a man's age, but his skill should determine whether he is qualified to compete in a professional event. FIM rules allow a man to race professionally beginning with the season of his 16th birthday. Motocross is a young man's sport, and the AMA should lower the age of professional motocross eligibility to 16 as soon as possible.

GEORGE F. TRIPES
MARTY TRIPES
Santee, Cal.

We agree, gentlemen, and we are told that Gunnar Lindstrom plans to introduce just such a rule change to the AMA Competition Congress in October. We hope that it passes...Ed.

MISTAKE ON APPARITION

The picture in last week's Cycle News (page 9) of the mod hair-do you had listed as belonging to Robert Conway is in reality No. 456, Lucky Merritt of the Master Links M.C. The hair on his helmet was my wife's favorite wig that some of the boys glued on for a joke and has now become his trademark. They all refer to him as "The Hair". Is there really another apparition like it??

CECIL MERRITT
Master Links M.C.
Downey, Cal.

ROMERO, AGGIE COMMENTS

I see where our National Champion, Gene Romero is in trouble once again; now he has been suspended for 15 days by AMA for falsifying medical forms. Earlier this year he failed to make a scheduled appearance at the Sportscater Luncheon in Los Angeles, and last year he punched Gordon Martin of the San Francisco Chronical in the nose. All this can't lead to better things for motorcycle racing in the press.

I don't think that you'd see Dick Mann, Mert Lawwill, Cal Rayborn, or Gary Nixon pulling any of these dumb stunts.

Also, the new AMA flat-track at Corona Raceway is a vast improvement over Ascot. You can see all the way around the course, without having to standup, and it's short sleeve weather each week, you don't have to dress as if you're going to the North Pole. Also, the food at the concession stand is fantastic, besides the usual hot dogs, they have corn on the cob; burritos, taco-chips, hamburgers, and many other fine items to munch on during the races.

Thanks to J.C. Agajanian for finding a new race track, that is clean, has good food, and at which you can view the entire race.

TOMMY BARRON
Santa Ana, Cal.

ON ZPG AND KERKER

I meant to write last week and commend Benny Chien M.D. on his letter promoting Zero Population Growth. It's good to know that at least a few fellow enthusiats share my views on our Population *and* Pollution (I consider them synomymous) problem. I've, of course, heard of Z.P.G. but never knew where to write for further info. I'm sending in my 10 bucks for membership tonight and suggest all readers consider same.

The only thing I didn't like about the doctor's letter was YOUR heading at the top: "Stop Kids?". You seem to be insinuating that he is an uncouth barbarian just for mentioning the subject. You're taking the typical, safe, uncontroversial postion of so many spineless politicians and religious leaders. People had best wake up to the fact that overpopulation is the root of most of the world's problems.

Back to bikes. I would also like to comment on another writer this week named Richard Seifired No. 81. His cry baby letter about George Kerker's Siren deserves rebutal. I, too, was at Orange County when George first brought it out. I was also riding in the same Heavyweight Production and G.P. classes. I also ran at Carlsbad 3 weeks ago.

First of all, I thought the siren was hilarious and spiced up the day's activities. Secondly, and most important, is the fact that I consider it SAFER. Everyone knows that George and his Norton are the quickest things around Carlsbad. When some dude is out there stroking up the hill on a 250cc production unit, he should be grateful as hell for a little warning before big George blows by nearly 40 M.P.H. faster. Put yourself in Kerker's shoes and imagine lapping some novice 250 or 350 on the hill. If this guy is wandering from side to side thinking he is at the back of the pack, it could be disasterous. I was lapped on the back stretch of O.C.R. by George and I had no idea he was behind me until I heard the siren. I tightened up my line and made sure he could get by either side. I do think that the siren should be mentioned at the drivers' meeting just in case some newcomer hasn't realized its presence. It could be startling to someone who didn't know what was happening.

BOB NELSON
Temple City Kawasaki

"STOP KIDS?" was only a catcher head. However, we do feel somewhat the way you do about ZPG. Some persons would consider it a "crank" letter – we didn't – so we printed it. Ponder this point, though: Maybe the person who can solve the world's problems hasn't been born yet...Ed.

COMMENTARY

On Berdoo's Inconsistencies

By Dave Swift

There are at present at least two individuals attempting to circumvent the red tape, hassles and harassments that go along with the crime of opening a motorcycle park in San Bernardino County. Oddly, although each parcel of land in question is virtually right next door to each other, the Board of Supervisors and the County Planning Commission have managed to pass entirely different judgments for the separate applications.

Ron Daley of Oro Grande Recreational Parks represents 500 acres near Phelan. Elaborate plans for a huge complex of which cycling occupies a backdrop have been completed and now he only awaits official permission. His original application has already been denied, naturally, despite complete backing by the Phelan Chamber of Commerce. On July 26, an appeal will be presented before the County Board of Supervisors. Daley needs letters, speakers in his behalf, and massive support in general. The meeting is at 3:30 p.m. at 175 W. Fifth St., San Bernardino, on the second floor.

The second applicant, Ken Hutchins, who represents 800 acres of wasteland, was granted a permit despite objections from the people who live closest to the site, nearly two miles away. Along with the permit, however, the Planning Commission prepared a severe set of conditions that our NASA scientists would find difficult to cope with. Here are a few choice bits: No bikes above 125 cubic centimeters displacement; No straight, racing, or expansion chamber type exhaust systems allowed. Bikes shall not exceed 70 dba at fifty feet, tested from full throttle. The park must furnish all the equipment. Records of each bike entering the park must be kept open for inspection. Each vehicle on the premises shall be registered by the owner. Races or any other event "which tend to draw spectators" are being prohibited. A minimum of 15 gallons of water per day per person must be provided, but it can't be hauled in, and 75 gallons must be provided each day for each campsite. Sanitary facilities must include flush toilets with running water. A $10,000 bond must be posted. Ad nauseam.

We could spend all day discussing the illegalities and nonsense these conditions represent, but there is where the significance lies: Daley represents planning, organization, and lots of capital, so his application for a park was immediately shoved under the rug. Hutchins, on the other hand, has little plans and less capital. All he wants to do is open up a worthless piece of land to motorcyclists to play on. Being quite harmless, he was crucified.

Writin' around

By Charles Clayton

ARE MOTORCYCLES A FOREIGN PLOT?

Having been brought up in America as a compulsive consumer, I impatiently pressed my face upon my dealer's windowpane, wanting to purchase one of the new 500cc fours in the greediest way. Yet even before the first one arrived, I should have sensed that there was a plot in the making – a plot so sinister and complex that even my friendly dealer, who was my first clue to its diabolical existence, probably does not to this day suspect he's a part of it.

My dealer said that putting my name on his waiting list was futile, since he could only get one of the new 500's and he was bound to deliver such machines as he got on a first-come, first-served basis. I should have known right then....

Finally a single 500-4 arrived. It was roped off from the squadron of would-be purchasers that coveted it. My dealer cackled like Silas Marner as he fended away slavering customers with a pointed sissybar. "It's mine!" he cried, "Don't touch it!"

Disentangling my T-shirt from the lethal accessory, I withdrew to the safety of my office, sulking and puzzled. Picking up the phone I dailed my old buddy Rick Case, who owns dozens of Honda stories and pleaded with him to sell me one of his precious 500-4's. Not for love, money or free publicity would Casie part with a bike. Cruelly he taunted me with lyrical descriptions of its handling, its power, its feel.

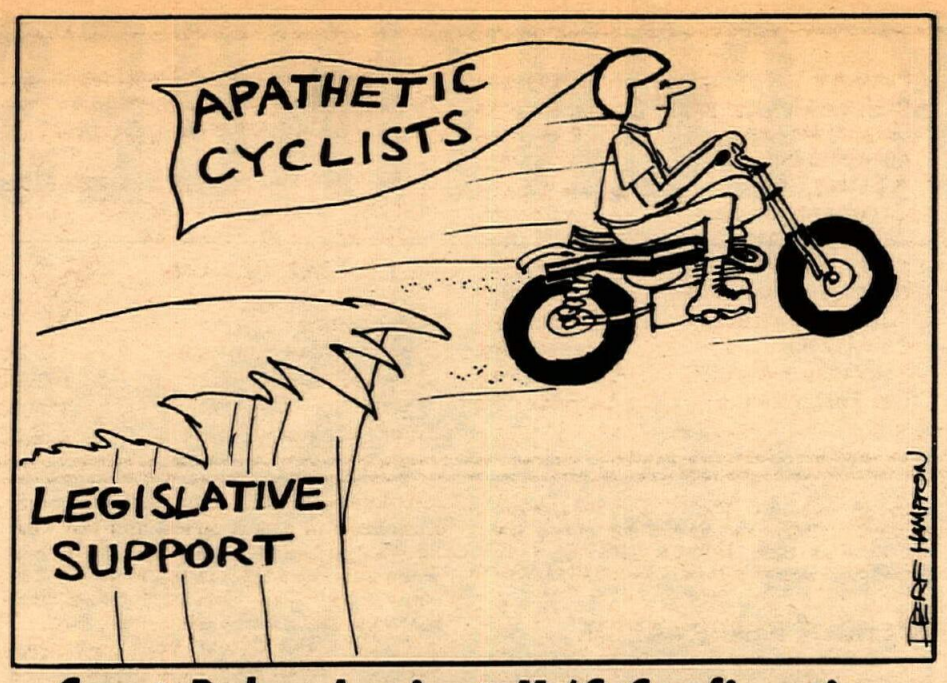
But Rick is not totally merciless (mercenary, yes, but merciless? No). To dry my tears, he reluctlantly offered to let me ride one as long as I didn't cross the street....

Hell with it, I decided. I'll buy a Triumph Three . . . "I can't sell that, it's the only one I've got." Well then, a Harley Sportster....

It was the same story everywhere I went. Dealers are hoarding their stock of superbikes like misers. Salesmen are becoming watchmen, stationed there to prevent motorcycles from leaving the showrooms, with force if necessary. It was like that with some models last year, too, I recall. Where are all the new motorcycles?

The answer, I fear, is obvious. The new models are so darned desirable that the industry isn't letting go of them. So it was all a plot – the big sales of yesteryear – to finance development of a breed of bike so terrific that jealousy sets in. Now that the ultimate has been achieved, the game is to keep them all for one's self.

But they won't get away with it, for I have a plan of my own. It involves a chartered helicopter and giant electro-mag. . .but here, why am I telling you my plan? Go get your own motorcycle!



Court Rules Against M/C Confiscations

A landmark decision regarding confiscation of motorcycles with altered numbers was made recently in Long Beach, Calif. The case involves the confiscation of a chopped '48 Harley by the Long Beach Police Department under vehicle code Section 10751.

The statute says: "No person shall *knowingly* (emphasis ours) buy, receive, dispose of, sell, offer for sale, or have in his possession any motor vehicle, or motor removed from a motor vehicle, from which the manufacturer's serial or motor number of manufacturer's gross vehicle weight rating or other distinguishing number or identification mark or number placed thereon under assignment from the department has been removed, defaced, covered, altered, or destroyed for the purpose of concealing or misrepresenting the identify or manufacturer's gross vehicle weight rating of the motor vehicle or motor."

On May 25, 1971, Long Beach Superior Court Judge Charles C. Stratton ruled in favor of petitioner Micheal Anderson, pointing out if the person whose motorcycle is confiscated is not charged with the theft of that motorcycle, it becomes almost impossible for the city to prove that the person had in his possession a vehicle with altered numbers.

Anderson, a three-year veteran of the Green Berets, was pulled over for a traffic violation earlier in the year when the attending officers decided immediately that the numbers had probably been altered. The machine was confiscated and Anderson was sent home with no citation or arrest.

The police simply refused to return the bike despite Anderson's attempts to produce the bill of sale and pink slip. Only after hiring an attorney, Franklin Radoff, could the case be brought before the court and the final landmark decision reached.

After the decision, Radoff said, "I have been told that this is the first time a motorcycle ever to be returned to the alleged owner as a result of confiscation under the code in the Long Beach area, and possibly even the County of Los Angeles."

Radoff welcomes any inquiries about related cases and is available to address groups of enthusiasts on legal question. His offices are 1800 N. Highland Ave., Suite 615, Hollywood, Calif., 90028.

WRITERS SOUGHT

Cycle News is looking for contributors to cover events in District 38 as well as events outside the state of California. If you have complained in the past that coverage in your area has been poor, now is you chance. Send us a card or letter asking for contributor information...we'll do the rest.

Four Owners Assn. Asks DOT To Recall Early Defective Honda Models

SAN DIEGO, CAL., July 1, 1971 – The International Four Owners Association (Four Owners Club) has requested the U.S. Department of Transportation to consider directing American Honda Motor Co., Inc. to recall all early models of the Honda 750 Four motorcycle because of a high incidence of breaking final-drive chains. The request was accompanied by copies of letters, bulletins, photos and other material intended to prove the need for recall because of safety.

Four Owner Association president, Bill Robinson, pointed out to officials of the D.O.T. that the problem has apparently been corrected on the new Honda 750 Four, model K1, because of a complete lack of member, owner or press reports of such incidents. On the other hand, the early Honda Fours continue to experience this trouble which often breaks engine cases not covered by warranty, costing the owner $200 to $400 in repairs.

Robinson stated, however, that the main reason in asking for a recall was for safety. "The possibility of a rear wheel lock-up when the drive chain breaks was always there", he stated, "but this has now happened to a member – because of a broken chain – so we must make an effort to get this corrected. It is what our members want and expect."

As head of the motorcycle owner association, he claimed that "while the 'chain' problem may have been corrected in the new model, buying a new $2000 dollar vehicle was an expensive way for an owner to correct a defect. These big Fours need a cure because they're going to be around for a long while."

A recent "Open Letter to American Honda" from the Four Owners Association in their July InFOURmer, the Four Association's newsletter, revealed that the Four Owners had requested help "quietly" from the factory last March but claimed this has gone unanswered.

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June 20, 1971

Beginner
1st – P. SUNDERLIN – PENTON
125cc
1st – S. KATTER – PENTON

Amalie 2000
Green Valley Raceway
San Angelo, Texas
June 27, 1971

100cc
1st – M. ROBERTSON – PENTON

Motocross
Lockhart, Texas
June 27, 1971

125cc Jr.
1st – JOE WITTER – PENTON
2nd – R. ROBERTSON – PENTON
125cc Ex.
1st – JACK HICKS – PENTON
2nd – RICKY JONES – PENTON

Hillclimb
Cycle Hills
Morgan Hill, Calif.
June 27, 1971

125cc Nov.
1st – EARL NORMAN – PENTON
2nd – BUD KEY – PENTON

Penton West, Inc.
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Santa Ana, Calif.

Yep.
Yep.
Yep.
Yep.
Yep.
Yep.
Yep.
Yep.
Nope.
Yep.

(When it comes to filling parts and accessories orders on-the-spot, an average of nine out of ten isn't bad.)

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VALEK CONTINUES INTER

By Don Woods
Dixie Cycle News

ORLANDO, FLA., July 18, 1971 — Two teachers held school at the fourth of the Inter AMA-events here Sunday and emerged victorious over some of the best riders from the United States and Europe. Valastiml Valek, who teaches motocross for the CZ factory in Czechoslovakia, won the 250 International class and America's traveling motocross professor Gary Bailey took the gold in the National Open class. Valek did not come by his victory the easy way, winning only the first of the three motos. Bailey captured his win with a textbook ride in consistency.

Orlando Sports Stadium's largest crowd ever (4,000 plus) suffered through unusually high humidity and heat to hopefully see America's best motocrossers defeat the Europeans. It didn't quite come off but they did get to see some of the most exciting motocross racing ever seen in this country.

Orlando has a fast and bumpy course.

Vlastimil Valek continued to dominate the Inter-AMA series as he again won the 250cc International class overall.

Thirty-four riders sat on the line for the start of the day's racing in the Open National class. Barry Higgins pulled a hole shot on the field to open a tremendous lead on the first lap. Higgins, not having the problems with traffic of the others, increased his lead easily throughout the heat to take a relatively easy win. Gordon Bowden, the transplanted Irishman who now lives in Jacksonville, Fla., worked his way into second early in the heat and remained there until the end. Bowden made a valiant attempt to catch the fleeing Higgins but never got within 20 yards of him. Gary Bailey got off to a poor start and spent most of the heat working his way through traffic. He closed on Bowden once, but Bowden kept his Sprite gassed and Bailey had to settle for third.

James O'Neil of Reseda, Calif., and Tom Laurion of Madison, Wisc. (Hus) had a tremendous duel for fourth with O'Neil edging Laurion out at the checkers.

The second moto was a repeat of the first with Higgins opening a tremendous lead off the starting line. Zane Kent, of Marietta, Ga., came off behind Higgins and on the second lap blasted through the deep sand to go 10 bike lengths ahead. Kent was really gassing it and Higgins had to go all out to keep him in sight.

Bailey had a better start this time and was running third. On the fourth lap, Kent came over a jump, dug his front wheel into the ground and landed on the gas tank. The pain caused Kent to fall down and Higgins retook the lead. Bailey held second behind Higgins until the end of the heat and Bowden was right behind in third. O'Neil again was fourth. In fifth was Lars Larsson who had finished a disappointing 10th in the first moto. Larson has won all the Open class Inter-AMA's to date, but he was finding the competition a little more fierce today. Last week's third place finisher, Jim Shotton, of Athens, Ga., was right behind Larsson at the checkers.

Bailey was the one with the hole shot in the final moto and he proceded to dust everyone as he rode to an easy victory. Bowden, the model of consistency, was right in there for second. Larsson had managed to shake his earlier bad luck and finished a strong third. Higgins who had a terrible start, went through the deepest part of a water hole and drowned his engine. He lost almost a full lap getting his bike restarted and came from 16th to finish sixth in this final moto.

The Open National class is supposed to be a supporting event but the closeness and speed of the competition made it some of the most exciting racing ever seen in Florida.

Bailey's third, second and first put together enough points to edge Higgins out by a narrow margin. Bowden's two seconds and a third gave him enough to be within 10 points of Higgins. The three riders repeated their duel of the winter AMA series and the rest of the field just couldn't hang with them throughout the afternoon.

The 250 event started much closer than the first Open moto, with six or seven riders bunched together during the first few laps. Valek got an early lead, but he was closely followed by Keith Fransn (Hus), Gary Jones, (Yam) who is top American so far in the series, Jim Weinert (Mai), Jan-Erik Saellqvist (Hus) and Chris Horsfield, (CZ).

Jones fell back early in the going and Jim Weinert, who has been riding every kind of race he can if it involves two wheelers, kept America's hopes up with a challenging third position. As the field sorted itself out, Valek edged ahead of Fransn and Weinert fell behind far enough to let Gunnar Lindstrom get by him.

Valek crossed the line about ten feet ahead of the pursuing Fransn for a one-two European finish. Lindstrom stayed in front of Weinert for third. The only other Americans in the top ten in the first moto were Jones in seventh and Jim West (Hus) in ninth.

The start of the second moto was a fiasco with many of the anxious riders jumping the start. This created the only discussion of the day as some of the energetic riders were penalized one position for their false start. Fransn and Valek dueled for the entire heat only to finish behind Jan-Erik Saellqvist who was not peanlized. Valek was second and Fransn fourth after the penalties. Jim Winert had his best ride of the afternoon coming in to finish third right behind the leaders. He was the only American in the first nine riders across the line. Dick Burleson took ninth and had to work hard for it with all the traffic created by the Europeans around him. It was a much better finish than indicated by the results.

Gunnar Lindstrom took the lead and dusted the field to win the last moto. Lindstrom, who resides in Plainfield, New Jersey, had been caught off guard at the start of the second moto and didn't get to the starting line until the field has been flagged off. He spent the entire moto passing riders and went all the way from last to finish seventh at

Barry Higgens (73u) powers out of the mud while chasing his Open foes.

Gary Bailey crosses up for fun as he won the Open National class.

AMA STREAK

Keit Fransn (7) has a little drag race with Dave Bickers.

Even the best 'crossers have a hard time staying on at times, like Barry Higgens here.

the checkers. But for his bad finish in the second moto he might have won. Gunnar readily admitted that it was his own fault that he was caught napping on the line. Saellqvist edged out Valek for second and Dave Bickers, who seemed to have problems with the sandy terrain all afternoon, was fourth. Chris Horsfield took fifth right ahead of charging Jim Weinert. Besides Lindstrom, Weinert was the only American in the top ten in the final moto.

Valek had an impressive afternoon, thrilling the crowd with his unusual riding style; unusual in the fact that he seemed to be able to keep his bike gassed all the way around the course, letting the machine go where it landed as it hit the high spots. Several times a lap he would be going in a straight line sideways, keeping the spectator's hearts in their throats. His direction was right though, and his first, second and third finishes gave him his third victory of the series.

Jan-Erick Saellqvist's fifth, second and first gave him second money and Lindstrom was third and technically first American since he has lived here long enough to lose his accent. Gunnar shouldn't mind sharing the honors of first American with Jim Weinert, as Jim's fine fourth overall ahead of the majority of the Europeans was a fantastic feat.

Next week the series moves to Tolinville, Ohio, for the fifth race of the series and hopefully an even closer finish for the Americans.

(Results on page 28)

Gunnar Lindstrom gets traction off a jump.

Tim Hart Wins Pair Under Ascot Lights

By Eric Raits

GARDENA, CAL., July 15, 1971 – Tim Hart aced the two top Senior classes at Ascot Park's Thursday night motocross. Hart had an easy time in the 250 division but had to fight from behind to beat out Bill Payne and Mik Cram in the 500 class. All three were Maico mounted.

Danny Hockie and David Pessey, both on Ossas sponsored by Hockies of Torrance took second and third behind Hart in the 250 class. Pessey rode Ossa's new TT machine and was ecstatic with it, "It's so fast it scared me," he said.

Jeff Wright used his ability to get perfect starts nearly every time to lead the 125 Seniors around three times. Wright is beginning to dominate this class. Greg Cunningham, from Torrance, put in three steady rides to take second and Bruce Baron settled for third. Wright and Baron ride Rickman's and Cunningham was on a Yamaha.

Last year's Ascot dominator on a 500 Rickman, Rich Thorwaldson, showed up on the 400 Suzuki he has been campaigning successfully in the desert but had problems and left without making his presence felt.

Summer weather and school vacation brought out a good turnout of riders and crowded the Junior classes. Jeff Weber from Newport Beach turned a hat trick in the 100's, winning both heats and the final with three smooth rides on a Suzuki.

Glendale's Scott Skelton gave Suzuki another fine win by taking the 125 class.

Mark Skolil was the 250 Junior winner on a Maico, beating out the CZ of Robin Clark and the AJS of J. Clancy.

M. Todd worked his way up to the 500 Junior class lead, passing the front runner when his engine quit and then staying ahead of Mike Higashi, Husqvarna and Bob Bucklin, Maico.

Redondo Beach's Joe Scotland was the 125 Intermediate winner on a Yamaha, ahead of A. Blain and John Vandergeest, Kawasaki and Puch, respectively.

(Results on page 28)

SECOND MOONLIGHT ENDURO?

The Checkpoints M.C. have announced that they will stage another of the enormously popular nightime Enduros Saturday night, August 14. Their offering is called the Owl-Hoot Enduro. The wives should dig this one: The start and pit areas are in the same place. No driving all over the desert in the middle of the night.

The Checkpoints have planned something for everyone. 100 miles of riding for the tourists, points for the winner, finisher pins for those without clocks and Rescue 3 for those with more guts than brains.

Entries close August 4 and the drawing is to be held August 6 at 8 p.m. at the pretty popular Poplar Park on Pepper St. in Glendale, Calif. Entry costs $5 with $1 extra for team members. Start will be four riders to the minute. All entries must be accompanied by two self-addressed legal-size stamped envelopes. Mail to Checkpoint M.C., Box 1424, Whittier, Calif., 90638.

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Larry Pfutzenrueter was a double winner.

THORWALDSON

By Dick Wright

HI VISTA, CAL., July 18, 1971 – All the desert hot shoes were at the Antelope Ramblers and Invaders M.C. Dual European Scrambles.

The Invaders came up with a fast course with a two mile fire road. The Antelope Ramblers course was choppy and tight with many places you could get into trouble if you held it on too long.

The duel between J. N. Roberts (Hus) and Rich Thorwaldson (Suz) started on the Ramblers course at 9 a.m. as the pack headed for the smoke bomb a mile out. You could see Rich's orange bike charging to the lead from the right side as he came over the hill with a fifty foot lead; J.N. was running fourth. Rich still held the lead on the second lap but J. N. had moved up to second, and Howard Utsey had moved up to third. There was an additional fine battle going on between Skip Barth and Rex Tencyek for the first Amateur honors.

On the third lap the nut holding the swinging arm came off and Rich had his hands full of problems. The hard charging J.N., who was close behind, took the lead and the win. Rich was second, and Utsey was third. Tencyek was fourth and took first Amateur for the blue and white of So. Cal. M.C.

The Open Experts went again on the Invaders course at 12:30. Jerry Kopp and Tencyek held the lead at the smoke but on the second lap the very

PFUTZENREUTER DOMINATING

District 37's Lightweight ace, Larry Pfutzenreuter, who's already won several events overall, currently holds a commanding lead in point standings through the halfway mark with a total of 1904 to last season's second place ranking lightweight Wes Anderson Jr.'s 1480. Hoyt Statham and Ken Buckspan are tied for third with 1345 while Dick Breker fills out the top five with 1248.

Last year's No. 1, Tom Poteet, is running 21st; Eric Jensen (3x) is holding 18th. Top Amateur is Lloyd Joins in 16th and Dick Myer is top Novice in 73rd. The beginning of the Lightweight Standings begins on page 28.

The hot desert sun made the makings for some great tans...and burns.

TEAM Rickman

WINS!

June 27 Saddleback Park, California ACA Moto-Cross
1st 125cc Senior BRUCE BARON RICKMAN Micro 125 Metisse
(Team RICKMAN's top M-X'er is back in action again !)

July 4 Cycle Hills, California MRA Moto-Cross
1st 125cc Senior RON HUFFMAN RICKMAN Micro 125 Metisse

July 4 Saddleback Park, California Moto-Cross
1st 125cc Inter. & Sr. BARRY PORTER RICKMAN Micro 125 Metisse
1st 125cc Senior REUBEN BENITES RICKMAN Micro 125 Metisse

July 8 Ascot Park, California CMC Thursday Nite Moto-Cross
1st 125cc Senior JEFF WRIGHT RICKMAN Micro 125 Metisse
(Jeff makes it SIXTEEN STRAIGHT WINS for Team RICKMAN at Ascot !!!)
2nd 125cc Senior REUBEN BENITES RICKMAN Micro 125 Metisse
(Here's another Micro ready to take top money if Jeff or Bruce falter)
1st 500cc Intermed. TOM SIMPSON RICKMAN/Weslake 500 Metisse

July 11 Carlsbad Raceway, California CMC Moto-Cross
1st 250cc Jr. Div. 2 TOM CALE RICKMAN 250 MX

July 11 Indian Dunes, California Moto-Cross
1st Under 200cc Old Timers ED SCOTT RICKMAN Micro 125 Metisse
1st Powder Puff JOYCE SOYKA RICKMAN Micro 125 Metisse

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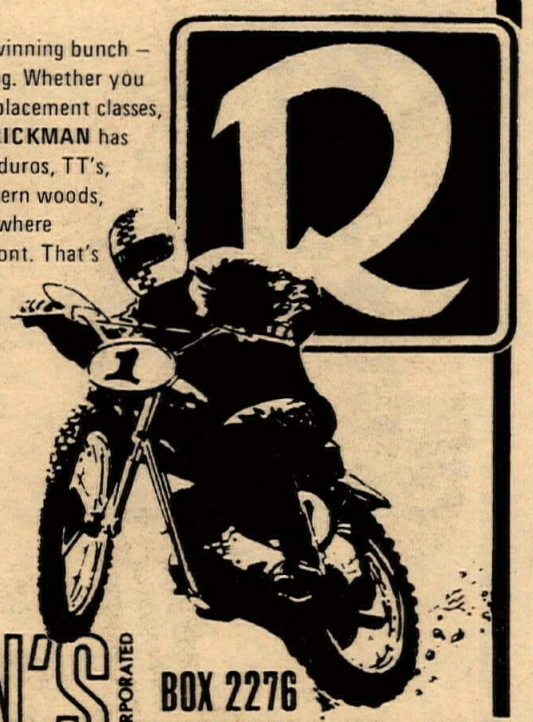

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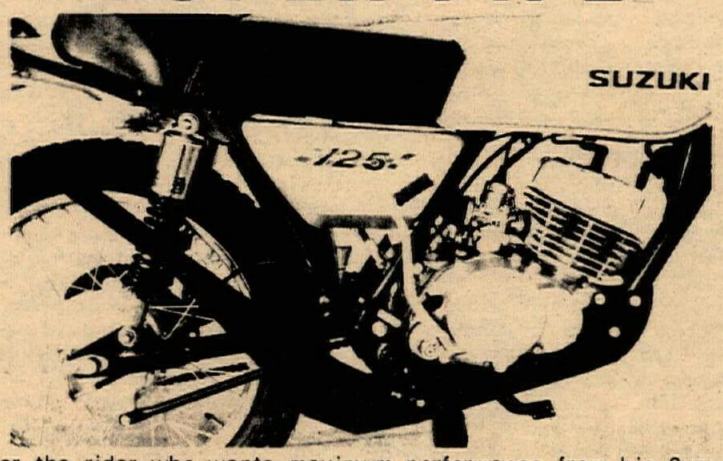

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ROBERTS TRADE WINS

determined Thorwaldson was flat making it with Kopp holding down a very solid second. Mike Patrick (Yam) was third, and J.N. was fourth.

Rich still held the lead by a half a mile on the third lap and J.N. had moved up to second and was charging hard. Thor was taking it a little too easy and J.N. moved up to within 100 feet. Someone gave Thor the "close" sign and he turned it on and came in for the win by 50 feet. J.N. took second this time, Patrick was third and Knapp was fourth on a Husky. Jack Kneble was fifth and again Tencyek was first Amateur, also on a Husky.

"Man, I was sleeping on that third lap", Rich said later. "I really had to get with it when they told me he was coming up on me. You know the year is not over and No. 1 hasn't been decided yet."

The Combined 250-125cc Amateur Expert go went off first on the Invaders course at 10 a.m. At the top of the hill a mile out, Duffy Hambleton had the lead with Larry Pfutzenreuter in second, Tom Poteet third and Jeff Wright fourth. The high point lightweight rider, Pfutz, had the lead on the second lap. Tom Poteet had done a little endo and the hard charging Tom Brooks on a 125cc Carabela had taken second. Charles Saltzman was third and Wright was fourth on a 125cc Rickman.

Pfutz still had his big lead on the third lap on his fast Bultaco; Saltzman had moved back into second; Wright had again moved back into the first 125 spot, and that is the way they finished. Hambleton was fourth on a Husky, Eric Jensen was fifth on a 125 DKW. Brooks was next on the Carabela and first Amateur went to Terry Glover.

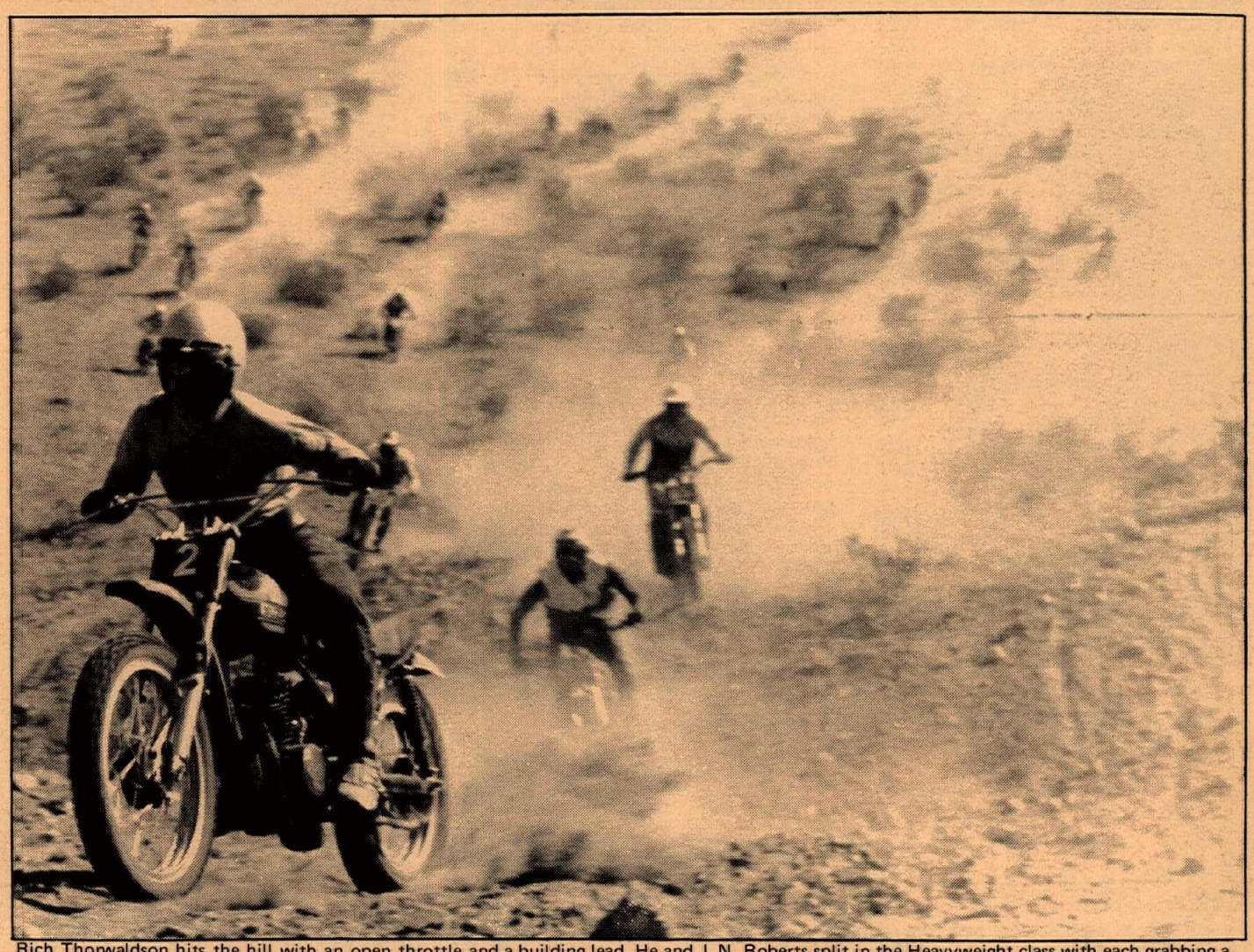
The lightweights went off again as the last race of the day on the Ramblers course and it was really hot. All the riders had wet their sweat shirts down and cut holes in the sleeves trying to get some air. At the top of the hill after the start it was Pfutzenreuter in the lead with Tom Poteet on his tail, but he hit a rock that threw him sideways and put him down, killing his engine. Pfutz still had the lead on the second lap but Hambleton had moved up to second and Wright was third and that's the way they finished. Charles Vandervoorde took the first Amateur honors on a Husky, carrying the Prospectors M.C. green. The president of the Chargers M.C., Dave Lewis, was fifth on a Kawasaki. Big Jon Hornback, who was leading the Amateur, had to settle for second Amateur because he forgot to safety wire his gas tank and had to hold it on with his knees.

The 100cc Am/Ex. had their first race of the day on the Invaders course and it was the start of a good day for Terry Clark and the Harley-Davidson team. Mitch Mayes was right in there battling with Clark. Clark held on and took the win with Mayes second and Cordis Brooks (Hod) third.

After that, the battle continued over to the Ramblers course, with Mayes again grabbing the early lead and Clark coming up to do battle. Clark garnered the lead and went on to his second win of the day by a very close margin over Mayes. Brooks was again third; fourth went to Rich Marks and first Amateur went to Kelly Hayes, also on a Harley, his first Amateur win.

There was a lot of racing going on all the time it just too bad we couldn't be in two places at one time so we could get some novice action. It's too bad that none of the Novices came over to tell us how they did.

(Results on page 28)



Rich Thorwaldson hits the hill with an open throttle and a building lead. He and J. N. Roberts split in the Heavyweight class with each grabbing a first and second.

The dual European Scrambles drew a healthy crowd of spectators.

baja wins again!

Dual European Scrambles
July 18, 1971
Invaders M.C.
100 Expert Class
1st —Terry Clark — BAJA 100
2nd — Mitch Mayes — BAJA 100

Antelope Ramblers M.C.
100 Expert Class
1st — Terry Clark — BAJA 100
2nd — Mitch Mayes — BAJA 100
100 Amateur Class
1st — Kelly Hayes — BAJA 100

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White, Sexton Hold Perris Point Run Foes

By Ed & Jim Drechsler
Photos by Chuck Long

PERRIS, CAL., July 17, 1971 – 200 TT riders turned out to test each other's riding skills and win District 37 points at Perris Raceway today. Although hot, there was a constant breeze to keep things from getting out of hand. But dry it was, and at crucial times, Jerry Burton, owner of the Perris facility, would apply 2500 gallons of super stuff (water) to the track with miraculous results.

Mark Tidwell, a 10-year-old TT hotshoe, tries the outside against his 50cc foe.

Early risers saw Ed Lawson take the 50cc Nov/Am/Ex. class by winning the first two motos. The third moto seemed to hint of later action in the Open class as Joe Monohan, Gary Edge and Ed Lawson came out of the final sweeper and crossed the finish line as though their foot pegs were welded together.

Yamaha rider Scott Smith ripped off the combined 125 Am/Ex. class and Danny Hockie took the 175/200 class win.

The number one lightweight Expert (that's Hockie) went on to set the day's fastest unofficial lap time of 38 seconds while winning the first 250 Expert moto. Bultaco mounted Tom White took the remaining two motos, but not without working for them. In the third and deciding moto, Danny and his Ossa jumped to the lead in front of Tom and held it for the first lap, only to be out-foxed in the sweeper. Danny tried desperately to regain his lead, but was never quite successful.

Jeff Sexton spent his day demonstrating the art of Maico moving while winning the combined 650 Am/500 Ex. class. Jeff, winning all three of his motos by very wide margins, looked like he was having lots of fun.

Jeff switched to a larger Maico and tried to hold school for the 650 Experts, but ran into Sandy Armstrong and his Ascot Triumph. Sandy won the first moto with Jeff coming up from fourth place for a well earned second.

The second 650 Expert moto saw Sandy bottled up behind Jeff and Scott Smith until the white flag was waved. Sandy got around Scott and set his sights on Jeff. Jeff led out of the final sweeper by 30 feet, but Sandy's Triumph had plenty of drive and gobs of traction – enough in fact to nip Jeff at the wire. Jeff came back for a win in the third moto and second overall.

(Results on page 28)

Jeff Sexton was a standout at Perris.

OUR MOTO-CROSS CHAMPION COMES IN FOUR SIZES - FROM 100 TO 360cc.

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Lunnenburg, Mass. Motocross May 9
100 Junior class: 1st, 2nd, 3rd.

Lisbon, Maine. Motocross May 16
100 Junior class: 2nd.

Westhampton, Long Island, N.Y. Scrambles
100 Junior: 1st, 2nd.

Copake, New York. Motocross
100 Amateur class: 2nd.

Middleboro, Mass. Motocross May 2
100 Junior class: 1st, 2nd.

Leed's Junction, Maine. Motocross May 30
100 Junior class: 2nd, 3rd.

Petaluma, Calif. TT Scrambles June 5
100/125 Junior class: 1st, 2nd, 3rd.

Monroe, Louisiana. Motocross June 6
100cc class: 3rd.

Chico, Calif. Short Track June 5
100 Scratch Main: 1st.

Perris, Calif. TT Scrambles June 12
100 Novice II: 1st.

Chico, Calif. Short Track June 12
100 Scratch Main: 1st.
100 Handicap Main: 2nd.

Carlsbad, Calif. CMC Motocross June 13
100 Junior: 2nd.

Lehi, Utah. Motocross June 13
100 Novice: 1st.

Hollister, Calif. Scrambles June 13
100 Novice: 2nd.

Corpus Christi, Texas. Motocross
100 Senior: 1st.

Mojave, Calif. Motocross June 13
100 Junior: 3rd.

Perris, Calif. TT Scrambles June 19
100 Novice III: 1st.

Chico, Calif. Short Track June 19
100 Scratch Main: 1st.
100 Handicap Main: 1st.

Livermore, Calif. MRA Motocross June 20
100 Novice: 2nd.

Ascot Park, Calif. CMC Motocross June 24
100 Junior: 1st.

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MIC HIRES EX-L.A. COUNCILMAN FOR TOP OFFICE

James B. Potter, a motorcycle enthusiast and former Los Angeles City Councilman, has been selected to head the national offices of the Motorcycle Industry Council. Potter, a former bank director who recently served an unprecedented two terms on the L.A. City Council representing his Encino district, took up trail riding several years ago, "when it became apparent," as he puts it, "that I was starting to lose contact with my children." Potter is the father of two boys, who also ride off-road. Motorcyclcing solves his family crisis, the new MIC Motor boss notes.

Potter's background in municipal dealings with the federal government and the fact that he is related by marriage to an influential congressman, as well as his experience in motorcycle recreation, makes him extremely well qualified for the $35,000 a year job of Executive Director.

I.S.D.T. TOUR BOOKING NOW

All A.M.A. members are eligibile for a special low-cost tour of this year's International Six Day's Trials on the Isle of Man. The tour will begin Tuesday, Sept. 7th with a Boeing 707 flight to London. Once in London, tour members will have about eight days to go sightseeing on their own before the Trials.

On the 17th they will be taken to the Isle of Man and lodged in the well-known Palace Hotel, which will serve as base for the Six Days activities. Tour members will return to L.A. via 757 on Monday, Sept. 27th.

The total cost of the package, including round trip air fare between L.A. and London, one night's lodging in London, transportation to the Isle of Man and back, and lodging at the Palace, is a remarkably low $489.30. Unfortunately, the tour is limited to 41 people and only 20 spots are still open. To be accepted all prospective travelers must be members of the AMA, and must post a $100.00 deposit as quickly as possible. Balance will be due on August 7th.

For further information call (213) 873-2154.

Sisco Gear Woe Gives Eierstedt Penton Point Lead

By Eric Raits

IRVINE, CAL., July 18, 1971 – Transmission problems snapped a string of two easy wins for CMC Penton Series leader Taylor Sisco, dropping him into a second place tie with Tom Cale and putting a new man in the lead after Sunday's motocross at Saddleback Park.

Richard Eierstedt took over as the new leader by a one point margin. Eierstedt won all three of his motos in the 250 Intermediate division in such convincing fashion and high style he was compared to fellow Bultaco rider Tom Rapp.

Cale, sharing second place with Sisco, won his division of the 250 Juniors on a Rickman Metisse.

A powdery bermed turn and soft uphill section scrambled finishing orders in the small bike divisions. Barry Porter won the 125 Expert class with a wretched first race. He finished 11th and then came back to win the next two motos for his overall first. Pat Welsh's steadiness with a second and two thirds was not quite good enough to beat Porter's point total.

Two 125 Juniors Chuck Bower (Pen) and David Donato (DKW) were about the only exceptions with the little bikes, taking their respective 125 Junior divisions with three wins a piece. The other 125 division of Juniors had the top finishers scrambling to place. Larry Rivas (DKW) won with two firsts and a fifth, Matt Roth was second on a Penton with a 12th, first and fourth, and Bultaco rider Sam Lopez garnered third overall with a ninth, third and second.

The 100's had the worst of it in the talcum powder hill. Dale Buzza (Bul) won with a pair of firsts and a 13th, Jeff Weber on a Suzuki finished second with a first, second and 18th ahead of John Gronek's steady Hodaka riding.

CMC's top finisher last year, Mike Cram beat Maico teammate B. Payne two out of three to take first place in the 500 Expert class. Chuck Minert showed up on his silver BSA and took home a third place for his efforts. He and Russ Darnell did some back and forth dicing and place swapping for a while with the BSA and Suzuki.

Mark Abbatoye (Hus) won the 500 Intermediate class over Val Schmidt (CZ).

Roland Rodriguez ended up winning the 500 Junior class when Sisco's transmission went out. Rodriguez had two solid seconds and a first.

Bill Urban easily won the 250 Expert class with three wins on his Maico. Jon Derhammer placed second with three thirds.

Behind Eierstedt in the 250 Intermediates was a second Bultaco, that was ridden by Rick Davis. Les Schultz finished third on a Rickman.

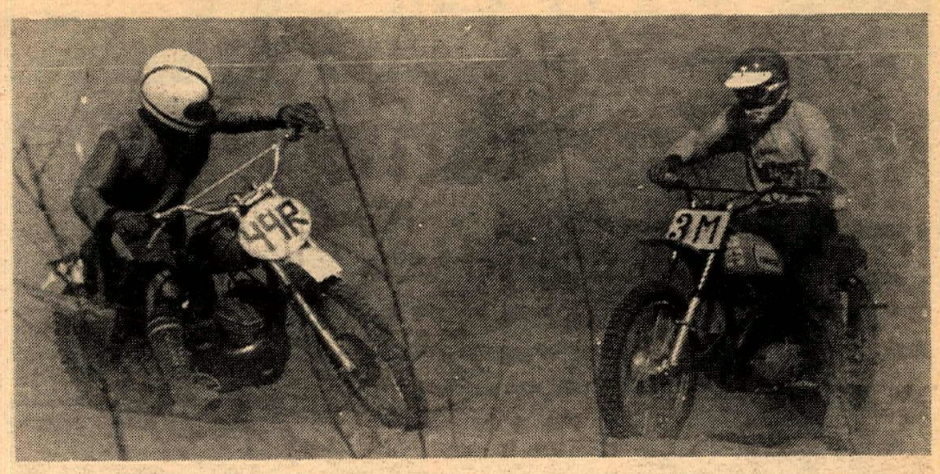
CZ's figured heavily in the 250 Junior Divisions, nearly filling the top three sports in all of them. Gary Faxon won Division I ahead of the Maico of Donald Curtis and the Bultaco of David Launius.

Division II was a sweep for the Czechoslovakian brand. Jeff Harriott won all three motos for an overall first, finishing ahead of Larry Vejar and Ed Duncan.

Tom Cale's Rickman in the third division broke the string, placing ahead of Walt Young's and Steve Bebec's CZ's.

Winners of the 125 Expert motos bit the dust at one time or another as the top three finishers overall could claim nary a victory among them. Jim Beauchamp (DKW) won with a pair of seconds and a fifth. Mike Garrett (Pen) had a pair of thirds and a second, placing second and Rick Brown (Car) took third with a fifth, second and fourth.

The dollar each rider pays for track mainenance when he enters Saddleback Park was nowhere in evidence on the dusty and worn course but it's one of the few games in town and we have to play there.



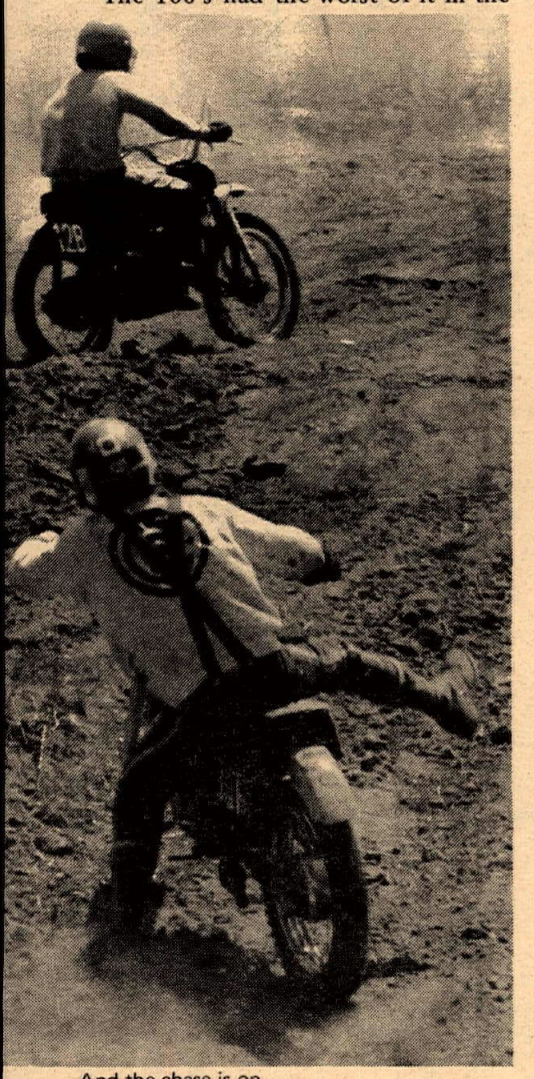
An awkward situation for both riders as (above) suddenly realize each others presence and (right) unavoidably bump into each other. Neither went down, however.

Richard Eierstedt has taken over the top position in the race for the Pentons.

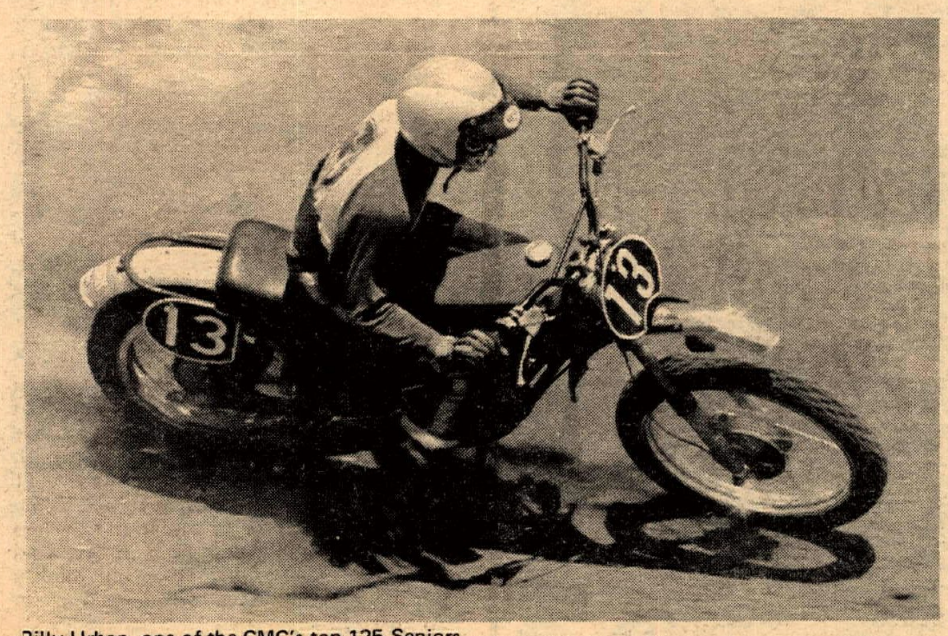
The pit racing is picking up again. A family of pit squirrels from Garden Grove gets our award this week for spraying dust heroically on those who parked far from the course in an effort to escape the clouds stirred by the real competitors.

Next race in the Penton Series is this Sunday at Carlsbad, Calif.

(Results on page 28)

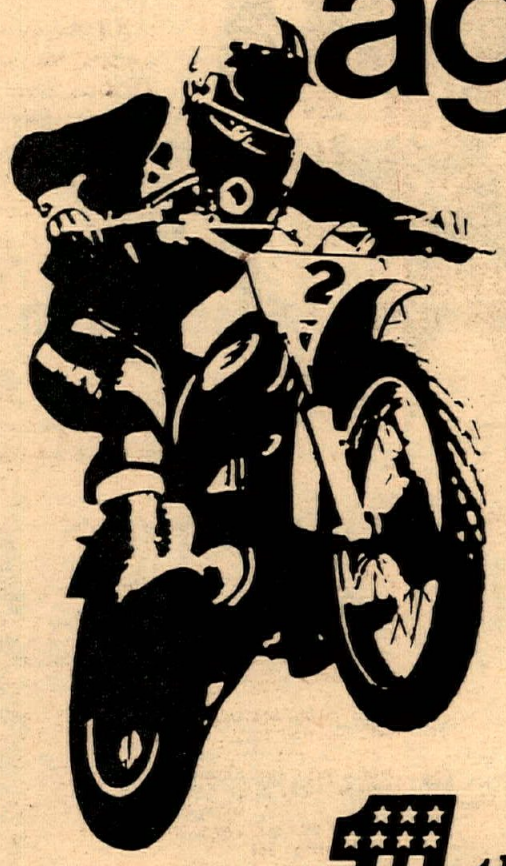


And the chase is on...



Billy Urban, one of the CMC's top 125 Seniors.

baja wins again!



Desert Foxes Hare Scrambles
July 11, 1971
100cc Class
1st Terry Clark – BAJA 100 (4th Overall)
2nd Mitch Mayes – BAJA 100 (8th Overall)

HARLEY-DAVIDSON

the Harley-Davidson outperformers

Cycle News North

Vallejo Scramblers Expose Battles

By Bill Spencer

VALLEJO, CAL., June 27, 1971 – Rick Hocking hit the Vallejo Speedway 250 Expert Main and had little problem in winning that 10 lap affair over John Gennai and Mike Renslow. His super start left the rest of the 10 man field gasping as National Scrambles Champ Jim Foley and Mike Renslow dueled through the first corner.

Foley couldn't hold the outside surface and was forced to drop in behind the Sonny Kenyon team leader for the duration. Gennai closed the gap towards the end.

Randy Seal of the A&A racing team had his problems in the 250 Junior Main as at the onset of the race he and Ron Haynao crashed in the first corner necessitating a restart and then led it off again only to crash in the second corner giving the win to Ed Stonebreaker.

Bruce Rust, a newcomer to the Selby racing club made a niche for himself and his Montesa in the 500 Novice Main with an excellent wire to wire win. He put on a good show for the slim crowd with some fancy sliding and excellent power. In the 250 Novice go, he was relegated to the back row for creeping, but still managed a nice fourth place finish.

In the combined 350 and 500 Junior Main, Tom Kopriva (CZ) copped the win over Harry Klingham and Terry Code. Kopriva definitely ranks as one of the better riders in this division and his ability to slide and ride this motocross motor on the flat track shows how great he is.

Lining up for the 500 Expert Main Jim Foley wondered if something was amiss. He hadn't made a point in the last few races and he thought maybe his timing was off. As the rubber band split and the flag flew, it seemed just that as Rick Hocking got another super start, this time on that El Montadero. Foley put on the hard charge and was breathing on Hocking's neck coming out of the first corner. He left the gas on a little extra longer going into two and got under Hocking and pressed close. They both went in so deep that when it came time to turn, Hocking was way wide and he was relegated to third with Brian O'Hagen taking over the second position. Foley went on to win by a wide margin while Hocking had his problems trying to catch up but did take the third spot behind O'Hagen.

In the 650 Novice Main Tom Tyrell led it wire to wire with Cliff Servetti taking yet another second place trophy.

The combined 650 Junior/Expert affair was Gennai's although in the heat it didn't look quite that way. Phil Anderson, a Junior who rides for his dad, Tom, led it off with Gennai in hot pursuit. While there was no passing in the ¼-mile corners, the second turn provided the one spot that a pass could be rendered. Each time this corner was reached, Gennai would set up for the pass only to have the youngster hold him off before they reach the right hander.

Gennai would come off the corner with his feet and power on but Anderson's BSA had just enough HP to hold him off. While it wasn't the main, it was a great race.

Gennai wasn't having any of that during the main, though, as he rocket-shipped the start and fled the scene. Anderson gave chase but collided in that second turn with another rider and crashed. He still managed to get up, get going and finish third to Al Ludwigsen. Between Gennai and Anderson, those two could wear out any spectator just by watching.

(Results on page 28)

Timber Carnival Shorts Short Track

By Janis Randall

ALBANY, ORE., July 4, 1971 – There were two big affairs in Albany today. Drawing the most was the World Championship Timber Carnival. The other was the Short Track race at Asbury Park, which didn't draw nearly the spectators but far exceeded the rather tame Timber antics in excitement.

Out of state riders were abundant and this factor contributed to a very successful afternoon of racing.

The suspense began to build when Grants Pass, Ore., rider Jerry Shippey, (son of Van Shippey, a popular racer of a couple years ago) dominated his heat race until the last lap when his motorcycle failed. He went on to win his semi and a transfer to the A Main where he ran away from the pack on his highly tuned 100cc Honda against full two-stroke oppostion, including Bultaco, Yamaha, Kawasaki, Suzuki, and the whole schmear. Following at a safe distance was Bill Ehrens (Kaw). Up until Shippey's arrival Ehrens had dominated this class.

A model of consistency, Don Smith, riding a Suzuki, finished third. He backed this up in the 250cc A Main taking third place on his Maico.

In the 100cc B Main Diane Cox romped her male opponents with a resounding win. The only other female was Sue Kutz, who finished second in the 100cc Consolation. Although she has proven to be a very capable rider on her Kawasaki, this week's ride on a Honda was not as fortunate.

Once again proving his ability, Bill Oliver went undefeated in both the 125cc and 250cc class. In Oliver's 250 heat race he was pressured by Craig Randall (Hon) providing a glimmer of hope for four-stroke lovers. For Oliver's trouble he took home four trophies. He won the 125 and 250 Trophy Dashes, and the 125 and 250 A Mains.

Following Oliver in the 250 class, Jack Heater (Bul) rode a steady and consistent race to finish second. Not to be overshadowed, Rick Graves came down from Washington and was performing quite well in third position. But, as he approached the checkered flag, his motor locked up and he skidded to a halt, inches past the flag letting Don Smith into third with Graves taking fourth.

In the Open A Main, Triumph mounted Don McShane held the lead through the whole race with Phil Austin (H-D) right on his tail for the last few laps.

Austin started the race in the back of the pack, and every lap he passed a rider. With all of his Harley horsepower and weight, the Washington rider really had to drop his anchor for every corner, nearly passing McShane out of the last turn. The race ended with no casualties, and few falls, a great way to celebrate Independence Day.

(Results on page 28)

Cox, Trippe Host Boffo Ascot Weekend

The weekend of the 23rd-25th of July is one to be underlined on any racing calendar. The attraction is two consecutive evenings of AMA Professional racing at Ascot Park in Gardena, Calif.

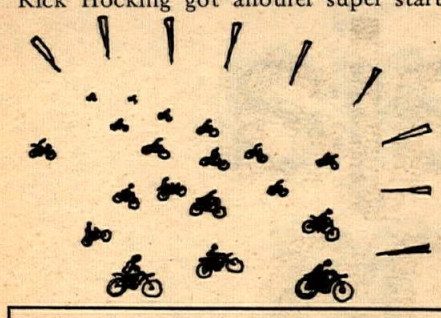
On Friday, the main event of the evening will be the second annual Yamaha Gold Cup Race. The first one was also held at Ascot last year and was such a success that it will become a permanent fixture on one of the fastest ½-mile dirt ovals in the country. There is $5000 on the line and this tempting purse has attracted most of the country's top professional riders.

Keith Mashburn, 1970 cup champion, will be back to defend his title against the likes of Grand National Champion Gene Romero, Dick Mann, Jim Rice, Jimmy Odom, Don Castro, Chuck Palmgren, Dave Aldana, Mark Brelsford, Mert Lawwill, Tom Rockwood, and the recently successful Harley teamster, Dave Sehl, who has won two out of the last three National Dirt meets so far. The entry is expected to exceed 230 of the nation's best riders, including the AMA professional top ten riders and factory teams from Triumph, BSA, Harley-Davidson and Yamaha.

Practice starts at 6 p.m., qualifying at 7 and the first heat starts at 8:10.

The next evening sees the 11th annual 50-lap TT National Championship, and once again will see the United States' top Expert and Junior racers back at Ascot. The top professionals will be on hand to battle it out for a guaranteed purse of $10,000.

As if the racing is not likely to promote enough excitement, nail-biting and near heart failure, Ascot promoters Trippe, Cox and Associates have signed jumping sensation 18-year-old Steve Droste to perform his daredevil jumping feats both nights.



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S.F. Riders to Fight ARCO For Point Richmond

Point Richmond Hills in Richmond, California, were closed to motorcycling in November, 1970, after 30-plus years of use by The Richmond Ramblers Motorcycle Club and the general public. This came to pass by the action of a few property owners with the help of a new California trespass section of the Penal Code, Section 602m. At that time, The Richmond Ramblers Motorcycle Club, which is a non-profit corporation, limited to 50 members, approached my office in regard to doing something about the closure.

We decided to file suit against 10 individual property owners and their wives so as to retain the use of said property for further motorcycling and related activities. The Supreme Court of California had ruled in 1970, that long use of land without objection by anyone and as if it were public land, gave the public the right to continue using the propety as in the past upon the theory that the owners, by doing nothing over the years to stop the alleged trespass, had impliedly dedicated their property to the public use. The action we filed was not only for The Richmond Ramblers Motorcycle Club and its members, but also for the general public. The 10 original property owners mentioned above are locally powerful individuals; one of them is the Assemblyman from this area. Upon suing these property owners, they cross-complained against the Ramblers for $350,000 damage to the land. The land sued for is adjoined by other larger parcels of property which also have been used for many years in the same manner. These other parcels of property are owned by the Atchison, Topeka and Santa Fe Railroad, ARCO and some others.

Every property owner directed the Richmond Police Department to make arrests on their property for 602m. The Richmond Ramblers have been carrying the financial burden of this law suit against the 10 property owners with very little help from outside motorcyclists. We had hoped to establish our legal precedent against the original 10 property owners before dealing with Santa Fe, ARCO and the others due to our limited financing. At the same time we decided to challenge 602m in the court in a criminal action. We therefore notified the Chief of Police that the Richmond Ramblers were going to stage a hillclimb on the above-mentioned property and proceeded to do so. Ater 2½ hours of hillclimbing, the police came, a Richmond Rambler was picked as a volunteer, and he was arrested. We are now therefore in the position of fighting a civil action over the right, title and use of the property and a criminal action for trespass.

We believe that we can win both of these suits in the long run and that by winning we will benefit every motorcyclist, dealer and manufacturer doing business in California. Just recently, the Santa Fe Railway has been allowed to intervene in the civil suit on the side of the property-owner defendants and have filed a cross-complaint against the Richmond Ramblers Motorcycle Club in the sum of $1,200,000. They have also challenged the Richmond Ramblers' right to bring this class action on behalf of themselves and the general public. The civil case has been set for trial on September 20, 1971, however, with the intervention of Santa Fe, the trial date will be undoubtedly moved off into the future. It is expected also that ARCO will also intervene as well as some others. A demurrer has been filed challenging the constitutionality of 602m and it is to be argued within the next few weeks. The Ramblers are now in a position of limited resources, fighting land holders of huge resources.

We nonethless expect to win, but we need help. ONe or both of these cases is liable to go to the Supreme Court of California. The future of dirt motorcycle riding in California could well be decided in this battle over Point Richmond Hills. The Richmond Ramblers Motorcycle Club's address is P.O. Box 484, Station A, Richmond, California 94808.

We need the support of all motorcyclists now! Thank you for your consideration.

THOMAS G. SHELBY
Pelletreau, Gowen, Moses, Porlier & Larson
Attorneys at Law
San Pablo, Cal.

Our $100 contribution is on its way. Readers, please help the Ramblers in this fight for us all ...Ed.

Fall Gives Joyner Win

By N. A. Williams

CLACKAMAS, ORE', July 2, 1971 – From the very beginning it appeared this was to be Jimmy Jones' night in Pro TT action by the Oregon Sidewinders, but it didn't end up that way.

Jones initiated the Expert's struggle for the $1300 purse by setting fastest qualifying time at 15.47. Garnering that pole position for his Expert Heat, Jones momentarily had to play a supporting role as he came in second, but then he got it going again in the Trophy Dash as he picked up the win.

When the Main rolled around, he and his Triumph appeared to be one of the choices to pick as winner, but here his streak ended. Two falls on the fast track pushed him to the bottom of the list of 10 Experts in the final results.

Using Jones' misfortune, Triumph mounted Chuck Joyner rallied to the cause and snagged the winner's share of the cash purse. Glen Adams, the only Norton rider in the otherwise all Triumph Main, took second with Bill Manly third.

Jones wasn't the only rider to dirty his leathers twice during the Main. Sonny Burres, National 73, dumped his bike in the first corner at the start of the race. He recovered quickly, remounted, and began the flight to catch up. Then, on top of the hill on the final lap, he went down again to wind up ninth ahead of Jones.

Randy Scott, fastest Junior qualifier, won his first heat race while Gary Kapus (Yam) won the other, setting up an expected duel for the Main.

After a restart in which Mike Hannula (Tri) and Jerry Lambert (Tri) bit the Oregon dust, Scott leaped to the lead with Hannula holding off Kapus. Hannula's efforts worked only until the third lap when Gary got his opening and slipped by. The three played follow the leader from then on as Scott won, Kapus second and Hannula third.

Eric Warner (Bul) collected all the marbles in the Novice class as he went all the way with wins in the heat, dash and main.

(Results on page 28)

BSA RESIGNATION

BIRMINGHAM, ENGLAND, July 8, 1971 – The Birmingham Small Arms Company Limited announces that the appointment of M. L. Jofeh, OBE, as Managing Director of the Motor Cycle Division has been terminated by mutual agreement, and that he has resigned from the boards of the company and its subsidiaries. The Chairman, Eric Turner, is carrying out the duties of Managing Director of the Motor Cycle Division pending fresh arrangements.

Cranke Bags 2 Placerville MX's

By Bruce Young

PLACERVILLE, CAL., July 4, 1971 – Heat reduced the effort by some, but Carl Cranke wasn't one of them today as he bagged two motocross overalls sponsored by the Placerville M.C.

His first overall came in the 250 combined Am-Ex. class with a runaway effort on his CZ in all three motos. Amateurs Mark LaRue (CZ) and Lonnie Forman (Hus) made valiant pursuit, but the nimble Expert was untouchable.

Carl then switched over to Husky and led a Husky charge through the ranks of the Combined Open Am-Ex. class. Again, two Amateurs were on his tail, this time Kurt McKinney and Robert Harshbarger but it was Don Stover, an Expert, who really supplied the heat to light Cranke's fire as they diced several times during the day. But, Stover had trouble and it only resulted in Cranke winning and Stover not making the top three.

Throughout the Expert events were Dirt Diggers North M.C. riders and they dominated the day as Cranke is in their ranks. In the 125cc combo, Rick Clement and Kevin Henry took the laurels for the DDMC, but this time the club had to settle for only second and third as another Expert, Jeff Davidson, gobbled up first. Interesting to note, all three rode Pentons.

(Results on page 28)

PESTONI WINS THREE SILENTLY

By S. J. Rooney, Jr.

FOLSOM, CAL., July 17, 1971 – Steve Pestoni made it three in a row in the 250 Expert class with his win Saturday night. Jerry Baugh was the only other repeat winner for the evening in the 250 Amateur class.

Once again the use of silencers and mufflers was strictly enforced and Dr. Paul Moller of 'M' Research Compnay was on hand with his decibel meter and spare silencers to help the riders. Future races in the arena will depend on the City Council's reaction to a request for more dates.

(Results on page 28)

HERRMANN TAKES SIDEWINDER'S $$

By N. A. Williams

CLACKAMAS, ORE., July 9, 1971 – Ed Herrmann led an almost 100% Triumph Expert Main to win his share of the $2100 purse in the rain-shortened pro TT put up by the Oregon Sidewinders.

National Number 83, Glen Adams, was the only non-Triumph rider to make the 10-lap Main and he squeezed in to take a second for Norton. Sonny Burres held off Chuck Joyner for third.

Rain remained a threat for most of the early evening and when it finally arrived, the Sidewinders decided to reverse the remainder of the program to get the Experts in.

When their main was completed, rain continued to drench the track, postponing the rest of the evening's program.

(Results on page 28)

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Dual European Scrambles
July 4, 1971
Chargers M.C.
100 Expert Class
1st – Mitch Mayes – BAJA 100
2nd – Terry Clark – BAJA 100

So. Cal. M.C.
1st – Terry Clark – BAJA 100
2nd – Mitch Mayes – BAJA 100

HARLEY-DAVIDSON
the Harley-Davidson outperformers

Gifford Leads Cal-Ex Locals

By Bruce C. Young

SACRAMENTO, CALIF., July 9, 1971 — The gentleman of the evening, Dave Gifford, was unbeatable from either the 40 yard line or the scratch line all night. His only hassle came from local rider Butch Corder in the Scratch Semi Final when Dave had to completely change his racing tactics to pass on the final lap to take the lead.

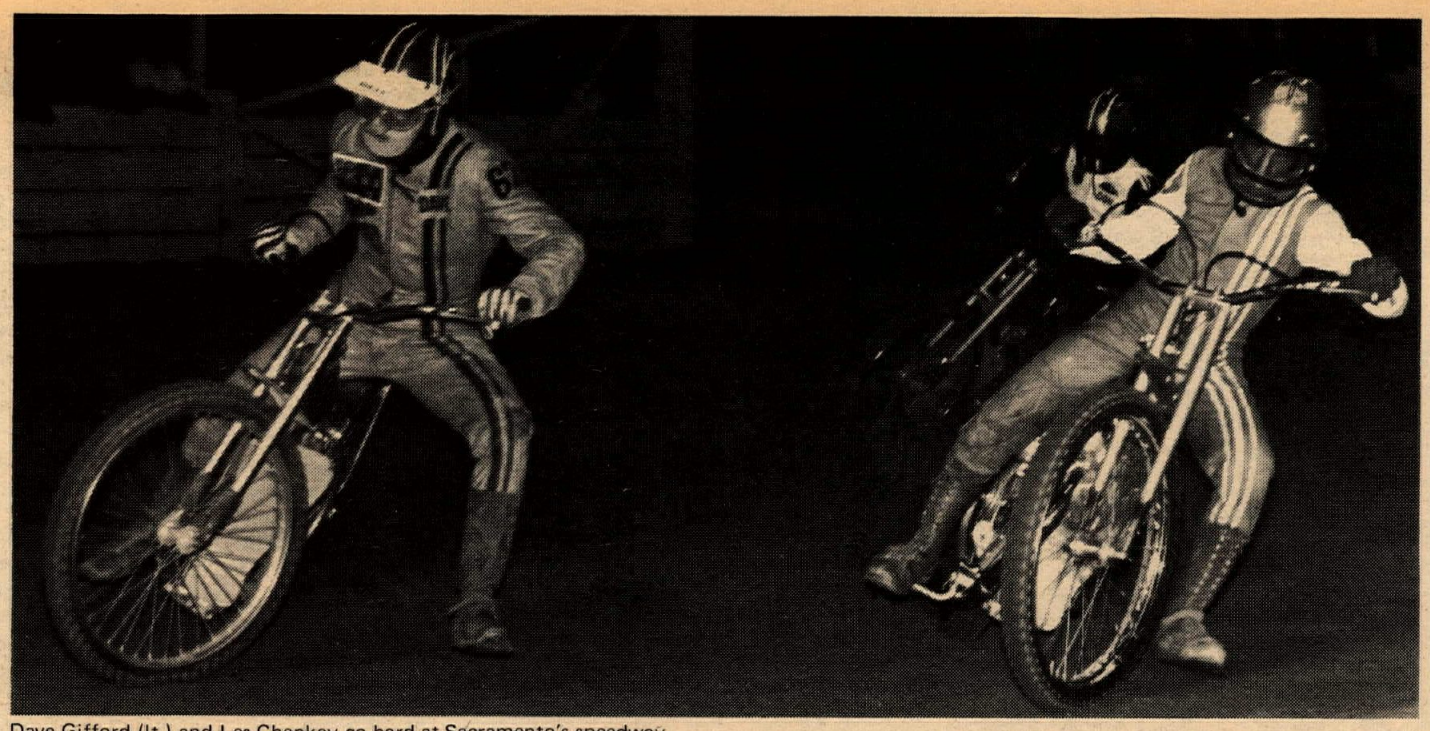
The top local rider of the night was Sacramento's own Mike Rooney, who won his Handicap Heat to a standing ovation of the crowd. He went on to finish second in both the Handicap Semi final and the Handicap Main Event. Little Les Chankey got a lot of bad breaks and was unable to win as many races as he has in the past three weeks, but he still put together a few wins anyway.

The locals seemed to do much better this evening by winning almost all the early races. Even the first-timers who were trying their luck st speedway came out in the winning circle.

The match race tonight was set up and run by two top local riders, Joe Henry of Vickers Honda and Carl Cranke of Cycle Speed R&D. They started off close to each other but after one lap Joe stretched the lead out to take the win.

The good sportsman award should be given to North Hollywood's Chuck Hatcher who loaned Dave Gifford his bike after Dave's machine gave up while leading the Handicap Semi-final. Good show, Chuck.

(Results on page 28)



Dave Gifford (lt.) and Les Chenkey go hard at Sacramento's speedway.

SRA MEETS IN SACTO

SACRAMENTO, CAL., July 7, 1971 — The Speedway Racing Association held its first meeting in Northern California tonight after the sport had its healthy kickoff recently with the regular Friday night events at Cal Expo.

On hand was SRA President Pete Palmer, who explained what future plans were in store for the Al Lauer events as well as other interesting facts to better understand all sides of the sport.

A total of 30 enthusiastic riders attended with future meetings and participants sought.

Trio Ties in Senior Vie

By Mike and Chuck Anderson

SANTA MARIA, CAL., July 4, 1971 — Former AMXT competitor Russ Darnell and Mike David, both riding Suzukis, both wound up in a tie with Maico riding Gary Chaplin while battling for the overall win in the Open Senior Motocross class at Spillway Park. Each rider took a 1st, 2nd and 3rd.

John Grossini (Hus) churned his way to the overall win in the 250cc Senior class, the same position Greg Higgins (Bul) finished with in the 125cc Senior.

Of note was Mike Anderson's performance in the 250cc Junior class. Mounted on an AJS, Anderson tallied enough points to win overall while riding with a silencer, the only winner of the day to do so.

(Results on page 28)

AJS-silenced rider Mike Anderson at Spillway Park.

Herrmann Nips Burres at Sidewinder's Pro TT

By N. A. Williams

CASTLE ROCK, WASH., July 3, 1971 — Ed Herrmann appeared to be in a good position to win tonight's Expert Pro TT Main Event, even when he was dicing away with Sonny Burres for the lead.

But Burres, who spilled twice the night before during the Oregon Sidewinders' TT, fought back from a poor start and was third in the early going. After passing Charlie Thielke (Tri) to take over second, Burres managed to take first on lap four, but Herrmann rallied back and regained the point half-a-lap later.

Chuck Joyner had been back of the pack to this point, but was now charging up, picking off riders. Meanwhile, Bill Elder (Tri) was running fourth watching the battle for the lead and suddenly caught an opening himself and he took over third. As Elder moved, so did Burres and Sonny picked off the point to eventually win. Herrmann was second, Elder third and Thielke fourth. Joyner had moved up to sixth when the checkered appeared, not enough ground to pick off Squire Tomasie (Tri) however.

The win capped a fine night for Burres, who also won the Trophy Dash.

In their usual battle for the Junior Main win, Gary Kapus (Yam) and Randy Scott (Tri) faced off. Kapus took the early lead but Scott jumped out quickly and held on to win. Kapus continued to be pressured and this time Tony Perella (Nor) passed him to take second; Kapus finished third with Don Lipp (Yam) fourth.

As the end of the Novice Main drew near, Jim Einarsson (H-D) and Eric Warner (Bul) got locked in a tight duel for the lead with the rest of the pack close behind and waiting for any mistake. Both riders rode well, however, and Einarsson held on to win with Warner second.

(Results on page 24)

Mike David tied Russ Darnell and Gary Chaplin for first at Spillway.

Goose Lands With Bang

By Jerry Shipman

GOOSE HOLLOW, ORE., July 5, 1971 — The Fourth of July was officially over Sunday, but today the fireworks really exploded during the Grand Opening at the Goose. After long weeks of blood, sweat and tears everyone finally got things together with the lack of water the one small hitch. However, after getting a second water pump repaired and finding another water hole, all ran so smoothly it even amazed Father Goose, promoter Fred Harris.

Bob Leach (71) has tight squeeze.

The track is over three-quarters of a mile long consisting of one giant, blind jump, one smaller downhill jump, a series of off-camber hairpins, curves and a series of whoop-de-do's through trees and rough stuff.

The best race of the day was the Open class between Bob Leach, Bill Cook and Rick Poulin. Leach has a curious habit of backing off then playing catch-up. In the third moto he let Poulin pass him but this time couldn't catch the Ossa.

The 250 class was a Leach benefit with Bob taking all three motos, but not after Don Shaberg of Tillamook Cycle Shop threatened him before tiring.

Rick Burgett (CZ) of Portland and Dan Zlack of Spanaway, Wash. (Oss), finished behind Bob. Burgett also finished second on a Yamaha in the 125 Expert class, ending a fine day. Bill Ehren placed first in that race on a Kawasaki, with Ken Buirley, Penton rounding out third place.

During the Open race, Bill Meuslin's 450 Ducati R/T endoed off the giant jump, bending the bike quite a bit, and bruising his ego, but a gift certificate at trophy presentation from the Cycle Haus of Salem helped him heal a little better.

(Results on page 28)

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Foley Repels Gennai Attack

By Bill Spencer

HAYWARD, CAL., June 26, 1971 — Once again, National Scrambles Champion Jim Foley checked into the Hayward Speedway with a win in the 250 Expert Main. It all came out for the best for the Rick Schell ace but it didn't look so good in the heat.

As the first Expert heat lined up, John Gennai and Mike Renslow were amongst the competition. As the flag flew, Gennai led into the first corner with Foley in hot pursuit. Foley pressured but could find no place to pass. Renslow kept up with Foley just to make sure no one was goofing off. They crossed the finish line in that order with Renslow transferring to the Semi.

It was all Rocky Malynn in the second heat with Ted Bailey close at the onset but as Bob Swanson's new ace pilot, Pat McCaul, pressed closer to Bailey both lost ground. They finished in that order.

Steve Foster had it easy in the third heat with the win over Bill Groce and Alex Jorgensen. The Sonny Kenyon racer wasn't to be so lucky in the main as in the second restart, he got run over in the first corner and sustained a broken collar-bone that will sideline him for some weeks.

The semi went to fast Renslow and also brought in Jorgensen, Hennen and Nick Nazzisi.

As they lined up for the main, it was anybody's race as a new District rule enables the pole position man to pick his staring spot on the front row grid. Foster wound up on the pole as the flag went up and he outsnookered Gennai into the first corner. He appeared to have everything in control going through the back part of the tight course, when unexplicably, the red light came out stopping the race. It seems that somebody didn't like the start, although it was pretty good, and got a restart going.

On the restart, Foster put the heavy lean on Gennai going into the first turn and fell. He was all right until the rest of the pack ran him over. Another restart was called for and although Foster got up and walked away; he was unable to remount and do it again.

It took some time to get Hennen, Malynn and Renslow back to the line and get Foster off to get X-rayed but the restart went directly to Foley. Both he and Gennai were off at the same time, but Foley held it on just a taste longer and from the outside, held the line through the corner and went on to win.

Gennai kept close but couldn't pass and Renslow pressed all the way from fifth to finish right on the rear wheel of Gennai. The next three spots went to Hennen, Malynn and Nazzisi.

In the 650 Expert bash, Gennai had it all his own way with a tremendous drive off the line that saw him easily win over Bill Landsborough and Jerry Chadim.

Conrad Saxelby made it eight in a row winning the 650 Novice. His three year lay off in the service hasn't affected his style much and he will be back as a Junior very soon. He left in 1968 ranked as an Amateur but he rides in '71 like an Expert. He worked from fourth past Adam Sabedra, Cliff Servetti and right into the lead. A great job.

Rick Hocking took over the controls of the El Montadero Bultaco that Gennai rode last time and was the easy winner in the 500 Expert Main over Selby Motor ace Brian O'Hagen and Dwayne Taylor.

Rod Clark brandished an early lead in the 250 Jr. Main over Randy Searl and Scott Hewitt to go on and win easily. Searl is fast becoming the man to contend with in this class while Clark should be about ready to join the Experts.

Roland Kutaka brought in a winner for the Swanson Ossa team in the "B" part of the 250 Novice Main over Bruce Rust, a newcomer that looks promising. Chuck Brush won the other half with Bill Clark receiving his second trophy in two nights on board his ex-Hayano Ossa.

Dana Perri won the 200 Jr. Main over Haywardite Rich Brown and little Ron Kole and the Lemlar boys did it again. Rick the winner in the 100 Novice class and Mark the winner in the 125 Novice class. A real family affair.

(Results on page 28)

HERNADEZ TOPS ALVISA ST

By Bill Spencer

ALVISO, CAL., June 25, 1971 — Steve Hernandez notched another win in the 250 Expert Main on his Sonny Kenyon racer and has stretched the count to three at the regular Friday night Eastside M.C. short tracks. The first three finishers in that feature were all out of the Sonny Kenyon stables with Nick Nazzisi beating out Steve Foster.

It was Foster that led off the 15-lap Main with Nazzisi nipping at his rear wheel. Hernandez lay in wait about two bike lengths back as Nazzisi started to knock on Foster' door.

On lap five, Nick got a wheel under Foster's Bultaco and as they exited the tight corner, Foster bogged just a little causing Nick to back off, giving little Stevie just the right amount of room for a hole shot. Steve pulled low and came out underneath both riders and into a very comfortable lead that he was able to stretch over Nazzisi. Again, as at Hayward last week, the most excited and happiest guy was father Clarence.

E.T. Cycle flash, Neil MacGregor, raced into the first corner of the 250 Junior Main right along side of Randy Searl but managed to come out first and go on for the win over Searl and fellow teammate Ron Hayano. Searl has recently joined the A&A racers while Hayano and MacGregor both have new Ossas out of the ET racing team.

Four Novices turned out for the 250 Main, but a tight race between Bill Clark and Jerry Wallace still provided excitement. Clark is a refugee from the 125 class and has just bought Hayano's Ossa. Tonight was his first ride on it and he made it a good one with a win. Wallace pressed him very hard from the outside, but could never quite get around.

Mike Allen (Bul) survived the best in the combined 125 Jr/Ex. Main and easily beat out Jim Dieu whose DKW was suffering gear box problems.

Bob Hammon came out the victor in the 125 Novice Main over Greg Williams and with the collection of trophies that Hammon has started, it won't be long before he is in the Junior ranks.

Bill Hardesty started out the evening's races with a very good win in the 175 Novice heat but was unable to match it in the main as Joe Drum got the better of him. Hardesty, nevertheless, held on for the second.

Bob Marenghi was looking for a win in the 200 Novice affair and led it into the first corner only to go wide and let Jim Hildago take over from that point and go on to take the checkered.

(Results on page 28)

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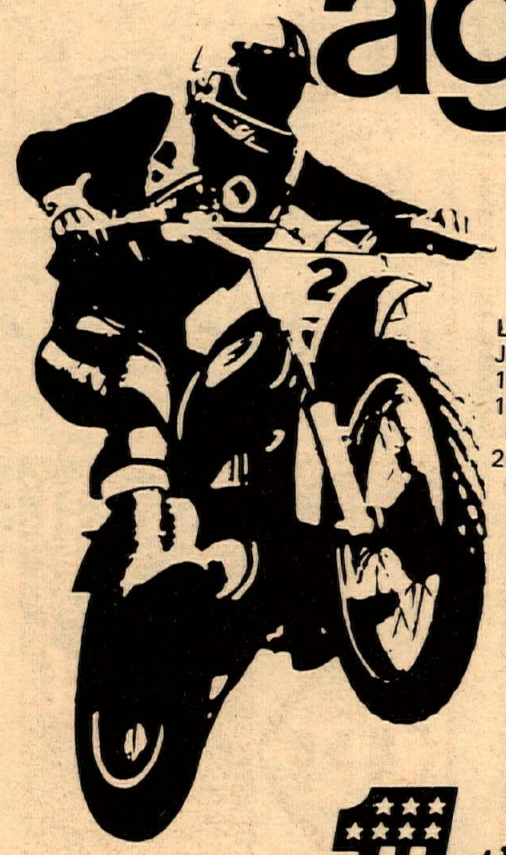


Lost Coyotes Hare Scrambles
June 27, 1971
100cc Trailbike Class
1st Terry Clark — Baja 100
(Expert — 5th Overall)
2nd Mitch Mayes — Baja 100
(Expert — 11th Overall)

HARLEY-DAVIDSON

the Harley-Davidson outperformers

Smith Loses One--Out of Seven--at Troy

By Art Loya
Photo by Dennis Greene

SOUTH GATE, CAL., July 8, 1971 – Chris Smith of Alta Loma, Calif., a rider with all the credentials of becoming a track champion, had himself a problem tonight....what to do for an encore after winning six of seven events entered including both the 250 F.T. and TT Main Events at Trojan Speedway.

Smith and his Montesa, came close to sweeping all events, suffering his only loss of the evening to Toby Stanford (Bul) in the three-lap 250 F.T. trophy dash. "You just can't make a mistake against these riders on this oval," said Smith after his victories. "Make one mistake, no matter how small, and you'll find yourself doing the chasing instead."

Current point leader, Chris Smith is shown above in his familiar role of leading the pack around one of the turns at Trojan Speedway.

Stan Sweany (Bul) and the return of John Sperry (Bul) formed Smith's stiffest competition of the night. In the 250 TT Main, Smith had to come from behind to take the lead from Sweany early in the race. Refusing to give up the chase, Sweany continued to pressure while he himself was being chased by Sperry for second spot. At the checkered it was Smith leading over Sweany, Sperry, Jamey Blunt (Mon) and Rick Isbell (Ossa).

Action in the 250 F.T. feature saw Smith take the measure over Sperry (Bul), Blunt (Oss), Jim Tabler (Yam) and Dale Hopkins (Bul). Despite a two-year absence from the Trojan battles, Sperry, still proved a solid contender against a formidable field of riders and looked like a future winner, especially the way he handled his Bultaco over the jump as he landed almost at the base of the hill.

Bob Sanders, on his usual winning spree, accounted for three main event wins taking the top money spot in the 100 TT, 100 and 125 F.T. Main Events. Sanders' key to tonight's victories was very simple, he just reads starter Bob Schoeman's moves before the starting flag is waved. Still in all, Sanders had his hands full of Mark Revels and his Kawasaki in both 100cc events as Revels forced Sanders to ride a flawless race to the checkered. If Revels continues to breathe down Sanders neck the way he did tonight, you can look for this rider to give Sanders a bad time the rest of this season. To prove his point, Revels showed Sanders the tail end of his exhaust all the way to the finish line in the 125 TT Main Event.

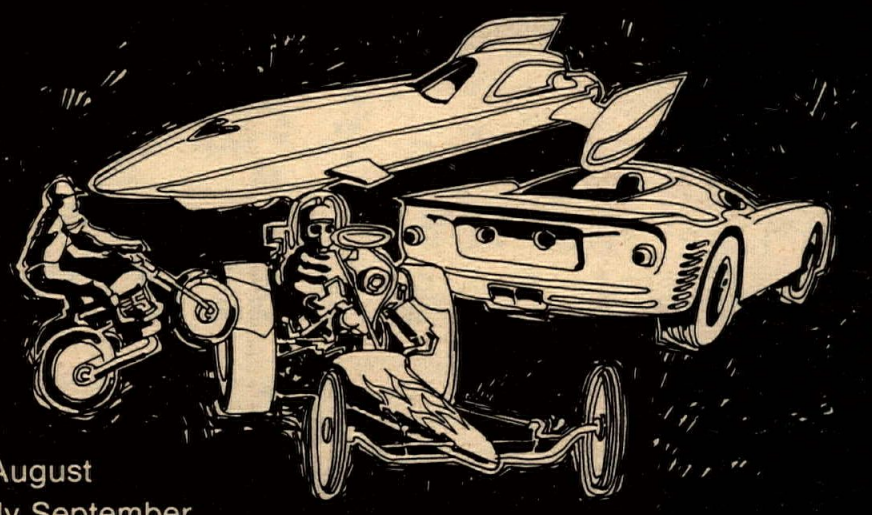
An 86-rider field forced track president, Rene Armenta, to increase his events from 25 to 33 and at the same time giving the fans more racing for their dollar. In semi-main event action, Tom Doty (Hon) was the big winner in the 100 TT event finishing ahead of Roy Widener (Kaw), and Mike Lund (Hon). In placing second, Widener was actually the winner over the Junior class as both Seniors and Juniors saw action in the same event.

Tom Heard outlasted Art Carter and Stanford for the win in the 250 TT semi, while Sperry came on strong to win over Heard and Hopkins in the 250 F.T. semi.

Division II Speedway racing continues this Saturday night on Trojan's "new look" racing surface. To accommodate the high speed bikes, the high banks on the fifth-mile oval have been greatly reduced providing a much suitable track for speedway action.

(Results on page 28)

Fast company.



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September 4, 5, 6

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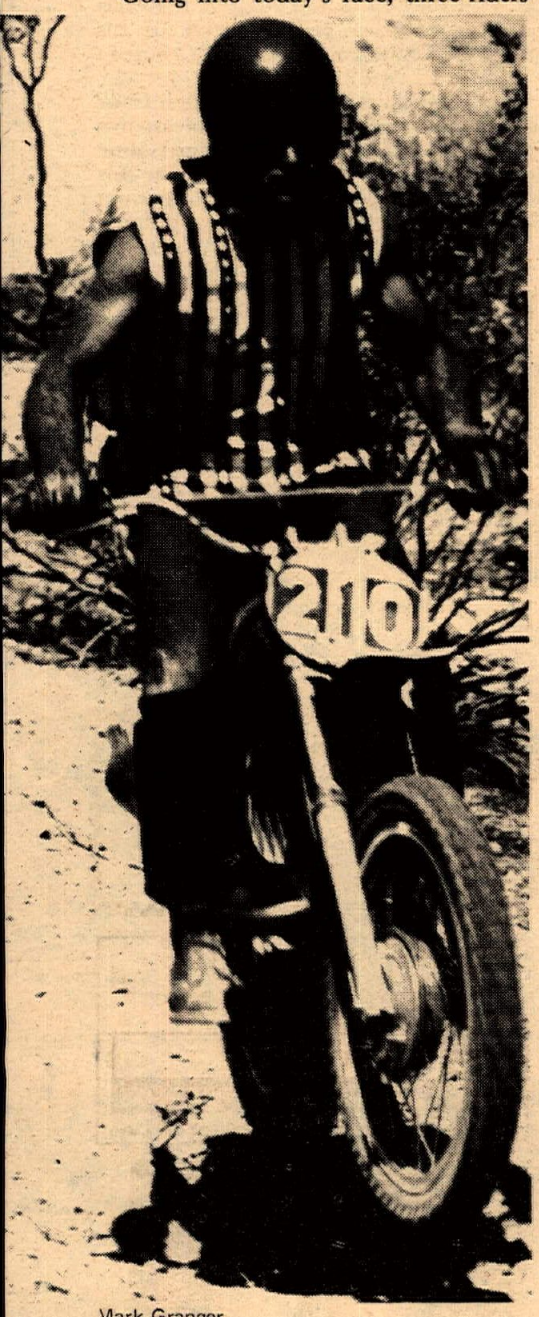
GRANGER CLINCHES SUZUKI SERIES

By Lou Whitney
Photo by Dale Coats

CALIFORNIA CITY, CAL., July 4, 1971 – The climactic finish of SRA's Suzuki Cyclone Series on Independence Day could have been lifted out of a Hollywood thriller script. Winner of the 400MX was not decided until the last lap of the last race of the last day, and then only by a scant few seconds.

Going into today's race, three riders still were very much in the standings; Mark Granger with four Open class wins; Ron Roberts with four 250 class wins; and Don Wallingsford with three wins and a fifth in the 125 class. SRA officials were getting gray hairs over the possibility of a tie after the final race.



Mark Granger.

The course was laid out without much thought of a tie-breaker as it was one of the longest and roughest of the series. It was the kind that made you work every second if you wanted to go super-fast, but was comfortable if you took it a little easy. It wound for a full 10 miles through all kinds of terrain (except rocks). The start ran slightly downhill cross-country and dropped into a serpentine sand wash that exited at check one onto a graded road broken up by two short canyon crossings. Another section of rough cross-country and then a long uphill sand wash that wrecked havoc with many an improperly jetted scooter. SRA officials pulled at least 20 bikes out of this wash. Rough sawtooth terrain showed one interesting hill where SRA had set up an alternate route for those who lacked supreme confidence (or strong bike). It was faster over the top, but a lot more skittish as a majority of the beginners went around. The course was well marked and used an assortment of highway signs and construction barricades to accentuate the turns and danger marks.

The full day of racing followed a two hour aerial fireworks display, and Sunday's finisher pins were appropriately shaped like a busting firecracker.

First of the tie-breaker races was the Open Novices. It turned out to be another Mark Granger benefit, but it was not quite that simple as Bob Wadlow on a CZ even held the lead briefly until a broken shock put him out of contention, and Suzuki mounted Mike Dice was just a few seconds back at the finish.

Roberts and the 250 Novices didn't go off until 3 p.m. so he had plenty of time to get ready and stew in the knowledge that he had to win. Granger had come up with a 250 CZ and entered the race. This was the match race everyone was hoping for and the spectators were not to be disappointed. This had to be the most exciting race witnessed in a long time as the lead changed five times in 30 miles.

When the banner dropped, Granger whipped the CZ into a slight lead only to lose it about four miles out when he did a bad thing. He restarted quickly enough, and was about 200 yards back at the end of lap one. Granger forced his way into the lead in a wash only to have Roberts' Ossa storm by again in the rough.

On the third lap, Ron went over the handlebars, allowing Mark to retake the lead and hold it to the checkered flag with a rear tire flapping in the breeze. Roberts was closing hard at the finish on the disabled CZ, but did not have quite enough time to do the job. That clinched the Suzuki 400 for Granger.

The 100-125 Novice race also had its share of excitement as Wallingsford, point leader, built up a pretty good lead only to run out of gas on the third loop. The win went to "Bultaco Billy Gray" who had been caught on the starting line all loaded up as the pack thundered off to the smoke bomb. He charged hard enough to be right with the leader when the tank went dry and came in for the win unchallenged.

The four beginner races went off without incident and everyone seemed to be having a good time. In the Open Beginner class, Joe Lewis overcame a low spot early in the race to put his Yamaha into the lead on the second lap. He immediately became a hit with the family-oriented crowd since he had DAD on his number plate and yard-wide grin on his face. On Fathers Day, Joe had earned one of 67 special trophies given to fathers who finished the day's races, but this time didn't need a special offering to drag home the gold.

SRA officials are busily lining up contingency awards to be given to series participants by drawing very soon. Top of the list so far is a 250 Suzuki and they are hoping to have many others in the near future. SRA feels that these programs are essential for bringing new riders into racing, and this is borne out by the attendance at their races.

(Results on page 28)

BSA'S MARKETING MGR.

Denis McCormack president, has announced the appointment of J. W. Harrison as Marketing Manager for BSA motorcycles. Harrison formerly held the position of Marketing Manager in the United Kingdom for the Motorcycle Division of the parent company, The Birmingham Small Arms Company Ltd.

He joined BSA in 1950 as Technical Correspondent for the Service Department. Since that time, he has held a number of sales and service positions including Export Sales Manager and General Service Manager.

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Mavrick MX 11½" or 12 3/4" shocks, ½" shaft, 3½" travel, 78 lb. springs	$32.00/pr.	$24.95
4" Polyethylene hi-rise front fender Black (guaranteed for 1 yr.)	$11.95	$6.95
FILTRON Element for Husqvarna 360 and 250, 5" I.D. 2 3/8 HT	$4.95	$3.49
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OREGONIAN BURRES ACES

Photos by Walt Mahony

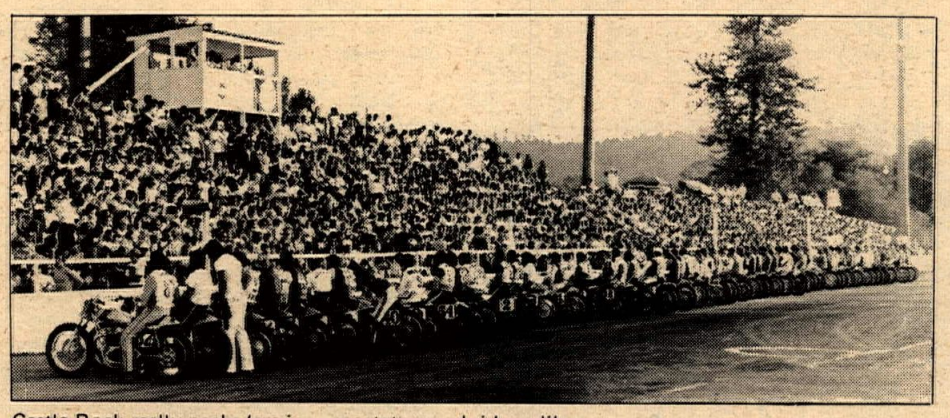
CASTLE ROCK, ORE., July 17, 1971 — It took seven long years of waiting and defeat but the Northwest finally got themselves their own National TT Champion at Castle Rock.

The seventh annual event again played to an overflow crowd and a new record purse of $11,000 to the riders. The thousand additional seats brought in by the host Mt. St. Helens Motorcycle Club were gone long before the official opening of the program at 8:00 p.m.

The unique event, run annually on the edge of one of the smallest towns to ever have a motorcycle race of any type, has become the annual California vs. Washington vs. Oregon TT battle.

For six long years the capacity crowds have watched their local aces take a thrashing from the Californians in both the National finals for Experts and the Junior final for the second-year pro's. Last year was a crack in the solid California wall when a Junior from Oregon finally won the yellow plate final for the first time.

Washington-Oregon riders kept trying over the years but the best finish until last Saturday night by any northwest Expert was a second place in 1969. The same rider failed to make the final last year but that same rider came back this year to win it all.



Castle Rock really packs 'em in — spectators and riders alike.

Year after year, buried deep in the annual AMA racing annual, is the name Sonny Burres. Most of the time he is listed as the high-point TT rider in the nation in non-national events. He is well known in the Northwest but seldom competes in national events, except on the West Coast.

The Northwest was ready and waiting this year. Crowd favorite Mark Williams was the fastest qualifier, Burres was second. Both are Oregon riders. Burres has ridden in every one of the previous six Castle Rock Nationals. Williams is the new ace that never rode as a Novice but was elevated to the Junior class the first time out under the old AMA political setup.

As usual, things were so tough that less than one second separated the fastest Expert from the 36th and last Expert to make the program. Fast was the word and so fast that names such as Skip Van Leeuwen, Dusty Coppage, Bob Bailey and Chuck Palmgren did not go fast enough to even make the heat races.

Time trials and Novice races are run on Friday night. It was a night filled with crashes — and an indication of things to come the following night on the short, fast Castle Rock course.

The first Expert heat was a battle between Eddie Mulder and Williams. Just as Williams took the lead late in the race Al Kenyon crashed. The race was halted and Kenyon walked away — with a broken shoulder. The re-start had Mulder holding on for the win.

The second heat was to be a preview of the Main Event. Burres was the close TT Nationals do not have close finishes but this one did.

Mulder took the lead on the first lap of the 30-lap feature with the 16 fastest riders. The race was stopped at the end of two laps with Chuck Joyner and Pat Marrinacci crashing on turn one. Joyner was hospitalized with a broken arm. Before the ambulance left they stepped and picked up Don Emde who had tangled with Eddie Wirth in the semi. Both went down with machines spinning in the air. Emde's knee was severely gashed and bleeding heavily under the skin.

The re-start was again Mulder in front but the riders did not complete a lap before Jim Rice went down, taking Mert Lawwill with him and into the wall. Mert has a badly broken wrist. Rice had much of his machine bent but managed to replace enough parts to join the second re-start long after the flag had dropped.

The third attempt at running the National final was to be the last but the action was far from over. Burres took the lead away from Mulder on lap six. Aldana took the lead from Burres two laps later and was riding like he was being chased by a freight train.

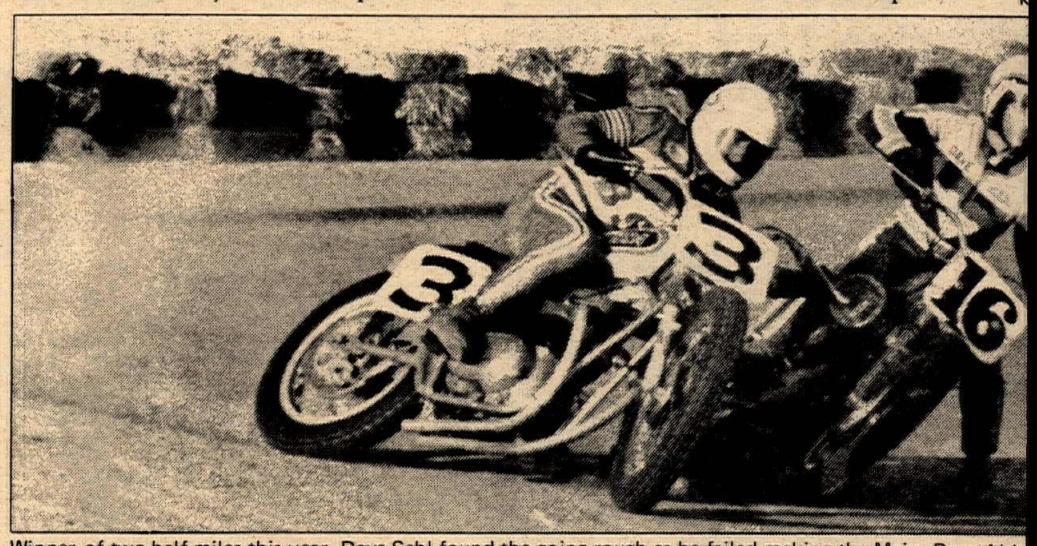
Lap eleven had Aldana's BSA going on one cylinder but he managed to hold onto the lead one more lap before being re-passed by Burres. Then young John Hateley moved into second on lap 13 and the stage was set for the closest TT finish in National histroy.

Aldana "did his thing" on lap fourteen; going into turn one he hit the fence full throttle. The machine sailed into the air and flipped over five times, destroying four hay bales. That's the same turn that he challenged last year. Number 3 again walked away but the machine was a total loss.

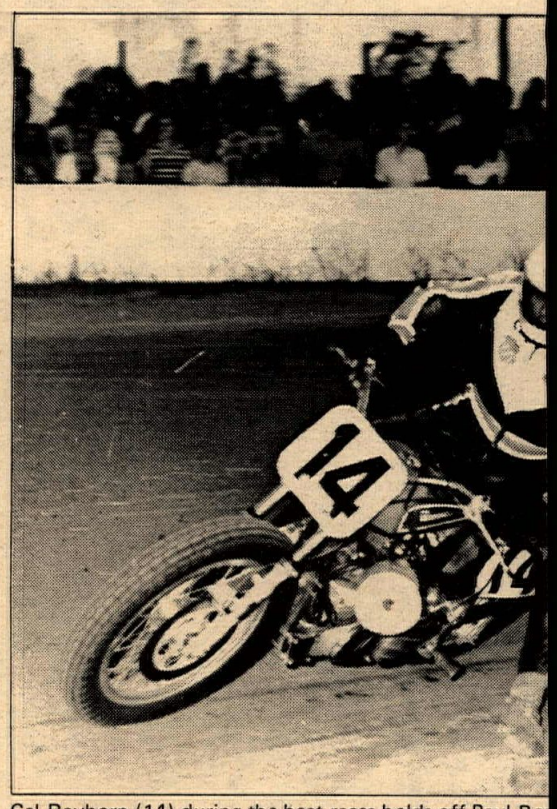
Burres and Hateley started to pull away with Mann and Williams dueling for a distant third place. Williams finally nailed it down for good on the 23rd lap.

The late laps found Jimmy Odom on the move and the final four rounds was a Williams-Odom duel for the last spot

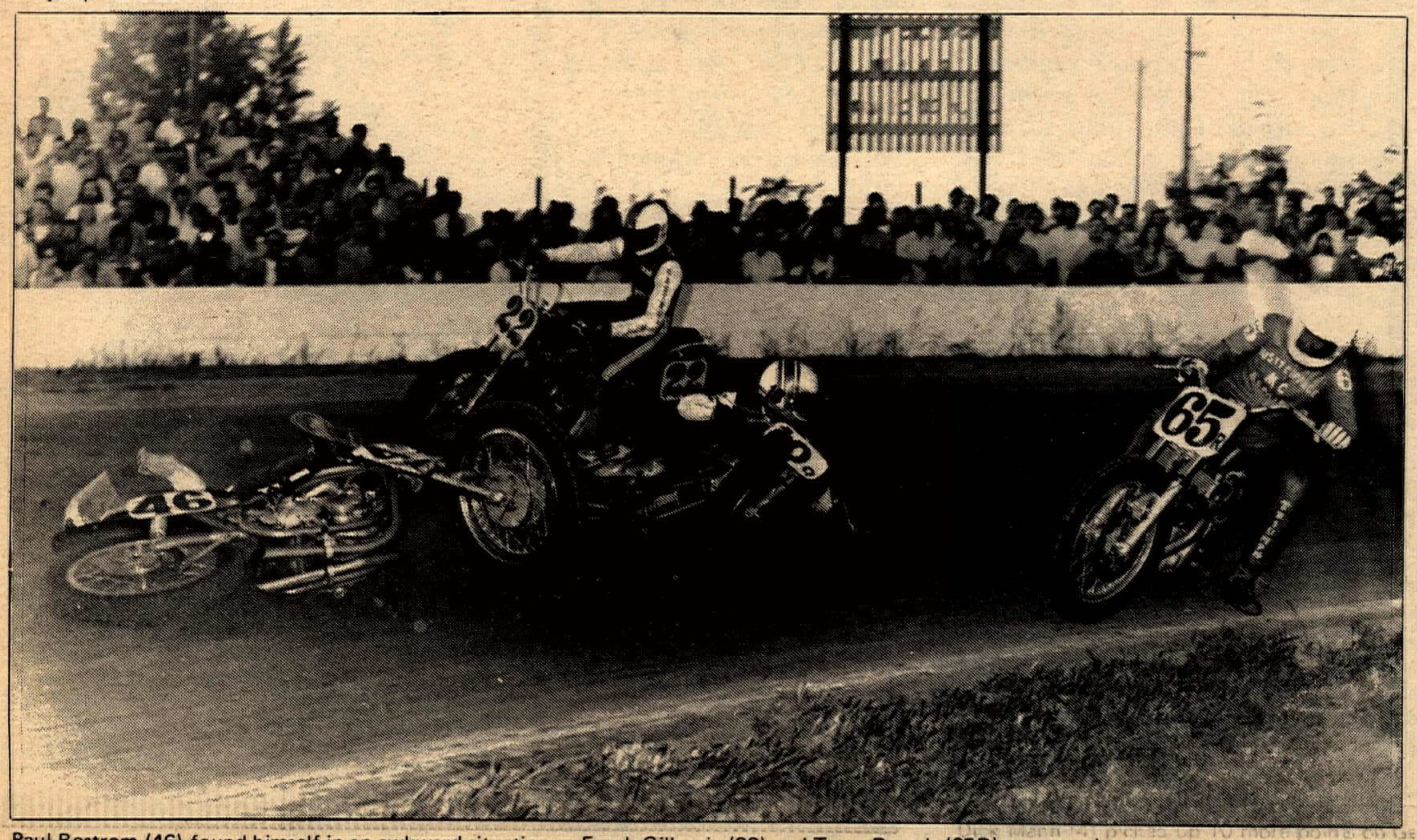
Randy Scott (left) and Sonny Burres brought Northerners their first sweep at the "TT without the jump" at Castle Rock.



Winner of two half-miles this year, Dave Sehl found the going rough as he failed making the Main. Dave Alda a crash left him in 14th position after dicing for the lead.



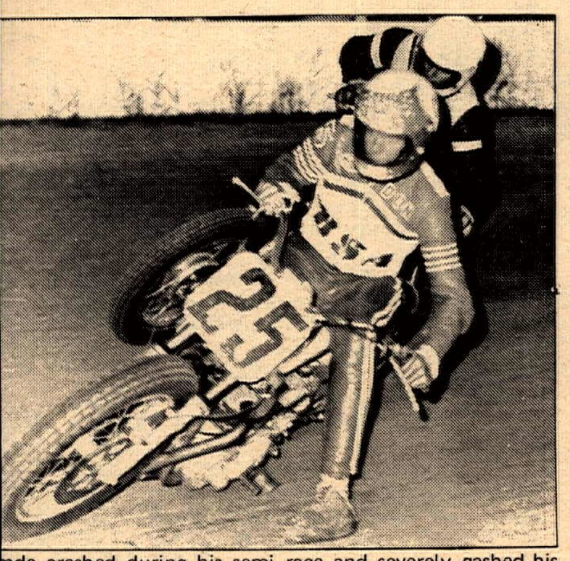
Cal Rayborn (14) during the heat races holds off Paul Bo



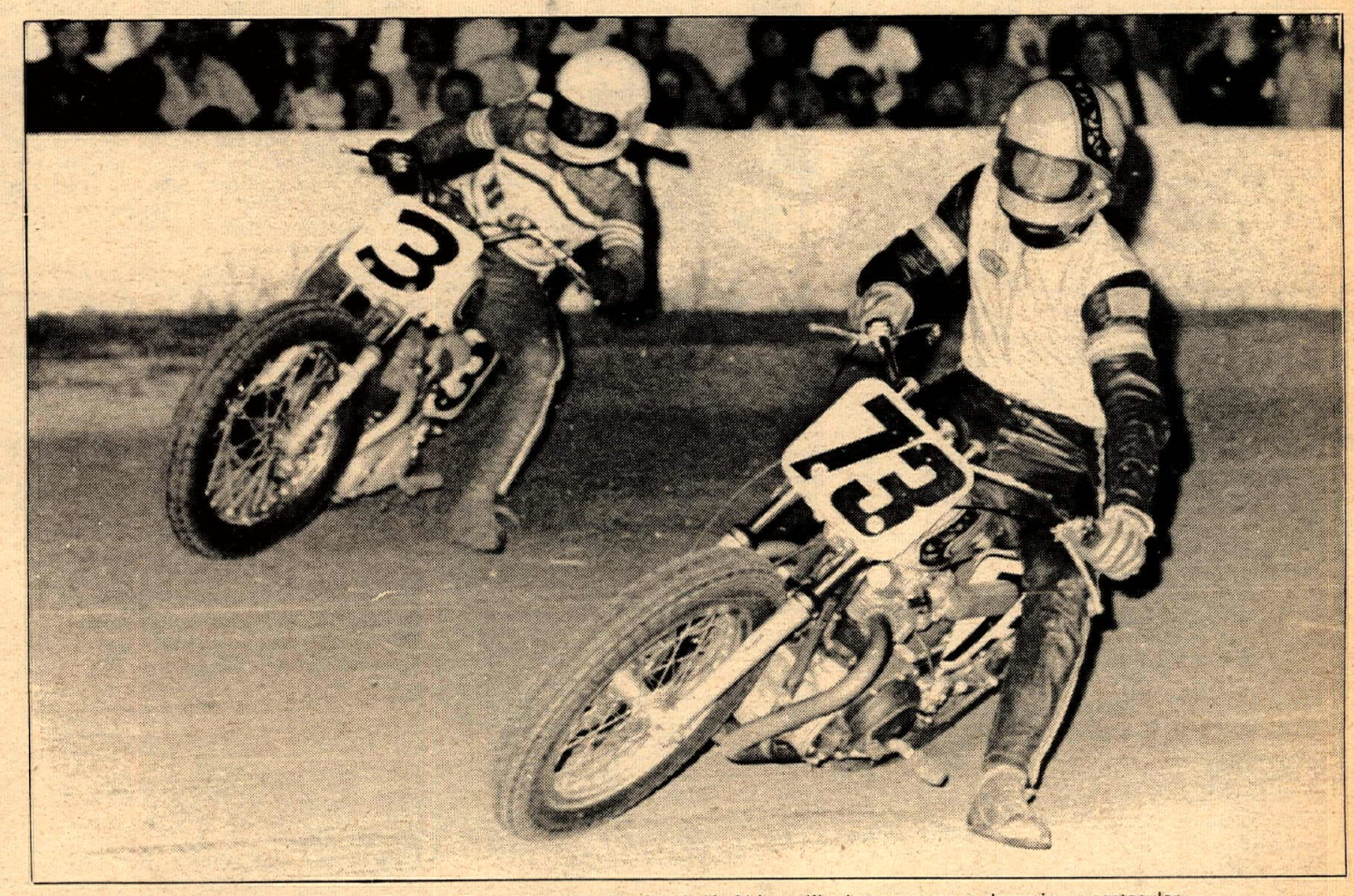
Paul Bostrom (46) found himself in an awkward situation as Frank Gillespie (22) and Terry Dorsch (65R) go around.

Don Li

BEST AT CASTLE ROCK TT



nde crashed during his semi race and severely gashed his



Sonny Burres had to battle off the efforts of Dave Aldana in the first half. Aldana, like last year, went down in a spectacular crash. Burres won and picked up, along with his share of the purse, a $100 check from Cycle News for riding with a stickie.

did, but

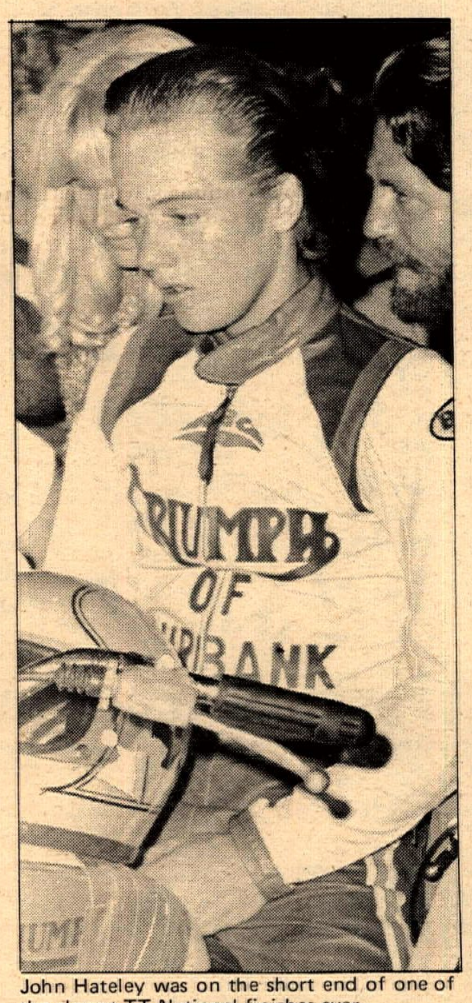
winner over John Hateley, Dick Mann, the defending champ, was third with Gene Romero in fourth.

The third and final heat was unbelievable as it hosted half of the '70 Main Event lineup with names such as Lawwill, Brelsford, Rockwood, Rice, Aldana, Sehl, Odom, Ahola. Aldana went on to win with Rice in second. Along the way Dave Sehl crashed on one lap with Ed Hermann crashing the next lap.

Mark Brelsford did not come out for the semi after gaining eighth and last transfer in the heat race. He lost all feeling in the hand that was hurt in the Seattle road race the week before. Castro went on to win with Dave Hansen second, Dorsch third and former Northwest kingpin Ahola in fourth and last transfer.

Houston, Laconia, and Seattle all have been playing up their close national finishes this year. Generally,

(46) and Terry Dorsch.



John Hateley was on the short end of one of the closest TT National finishes ever.

in the winner's circle. Williams, who finished sixth last year, held on with Jim taking fourth, Mann fifth, Mulder sixth, Dorsch seventh and National champ Gene Romero, eighth.

The last lap saw Hateley make an unbelievable drive for the win. He closed three bike lengths while Burres and Hateley were side-by-side coming out of the final turn. But John was on the outside and this is the all-important thing at Castle Rock. Burres was in front at the finish line by from three to six inches. No more, no less.

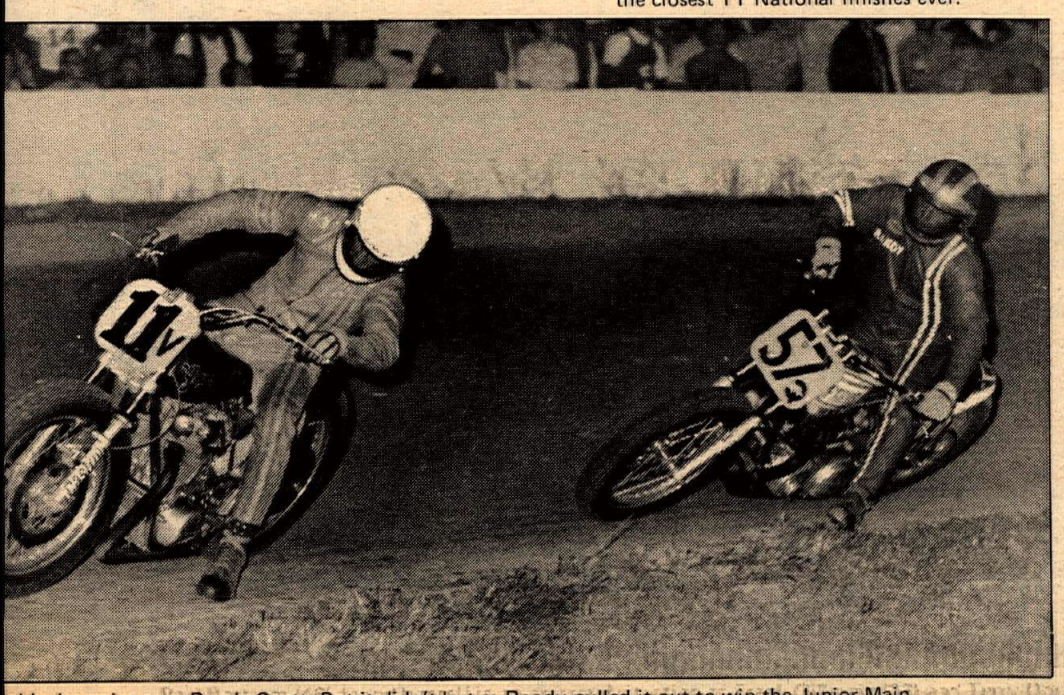
The crowd went crazy! The Northwest finally had a winner. Burres became the first rider from the Northwest to win a National since — who can remember? It was a Triumph sweep for the first time in three years. Thousands jammed the winner's circle area. The land of TT specialists had finally produced a major winner.

To add insult to injury and make the night complete, Triumph mounted Randy Scott, also from the Portland area, won the Junior ten-lap final. Don Lipp from Tacoma was second and California's Gary Scott was third. Now the northwest had scored the total sweep. Wait until next year, mighty Californians, you haven't seen anything yet!

Loyal Penn was the fastest Junior qualifier, won his heat race but then dropped out of the final, running third, with a broken engine. Randy Scott was second fastest with Gary Scott in third, this time aboard an ancient Kawasaki 650.

It took three hours to clear the traffic and happy fans from the track after the event. 100 degree daytime weather turned to a perfect night for racing. The spills and injuries marred the event but otherwise it was another action-filled night of racing in the wee hamlet that time passes by for all but one night each year.

(Results on page 28)



olds the point over Randy Scott. But it didn't last as Randy pulled it out to win the Junior Main.

Dick Mann (4) picked up 10 more points on Gene Romero in the race for the No. 1 plate. Buggs now has 603 to Gene's 558.

MOTOCROSS COURSES OF THE SOUTHWEST

By Pete Szilagyi

SouthWest Cycle News

ARLINGTON MOTOCROSS PARK – This fine track recently lost its lease and is relocating in nearby Grand Prairie, Texas. If the owners can duplicate the old Arlington facility, they will have done a fine job. Look for the opening of the new facility sometime this summer.

AUSTIN MOTOCROSS PARK – Located in Manor, Texas, six miles east of Austin on US 290. This is one of the first tracks to appear in Texas; it was built by local M-X pioneer George Parks. A mile and one-tenth of natural terrain, it's fast and rough with plenty of jumps. The soil tends to get very hard packed as the races progress. A fun track to ride but practice broadsliding before you come, you'll be doing plenty of it. Austin has trouble holding on to owners and is currently changing for the third time in as many years. No trees and lousy facilities but always a good time. Promoters usually run for trophies only. The new owners will probably go on the first Sunday of each month. This track helped ruin my marriage.

BIG SPRING MOTOCROSS PARK – Located on FM 700 North near Big Spring in southwest Texas. This track participates in the point series with its sister track in San Angelo. A nice facility for a small town. It's 6/10 of a mile long with plenty of that good West Texas sand. This is a relatively slow track because of the deep sand and sharp turns. They run on the third Sunday of each month for about $150.00. Owned and operated by the local Optimist Club. How's that for community support?

C & C MOTOCROSS PARK – This North Texas track is located near the town of Crowley on Farm Road 1902. The length of the track varies from .7 to one mile, depending on the layout. Riders go through a twisting, dry creek bed, a gravel pit, and down some fast straights. Most of the race is run on hard-packed black soil, not much traction but plenty of fun for the spectators watching the riders slip and slide. Mostly small jumps, but plenty of them. Adjoining the track is a year-round spring-fed creek for folks to cool their heels in. A much popular track with riders in the Dallas-Fort Worth area. C & C runs on the second Sunday in each month for a $300-500 purse. Juniors run 5 lap motos, Experts go seven.

CUERO MOTOCROSS PARK – This South Texas town is probably the least likely place for a motocross track in the whole world. All it takes is a moto-nut like Fred Zentner; if we ever decide to put a motocross track on the moon, Fred is the man to call. His 9/10 mile long track is a fun-filled roller coaster of gullies, off-cambers, and steep drops and climbs. Some sandy off-camber turns to fool you, but mostly hard packed clay. Lots of trees for shade and crashes. A little too narrow for most riders, but it makes passing interesting. A fun track. Fred runs five-lap motos for a purse of $250 on the third Sunday each month.

CYCLESPORTS PARK – Located in Conroe, Texas, 30 miles north of Houston. The most universally acclaimed track in the state, and for good reason. Home of the July 11 Inter-AMA race as well as the site of last year's Inter-Am. This track is a favorite of John DeSoto and Gary Bailey. A mile in length and all natural terrain, Cyclesports Park has an ideal natural setting and soil conditions. It has several jumps with one super launch-pad. AMA M-X champ Dick Burleson says of this track, "You've got sand for the sand guys, turns for the turn guys, straights for the straight guys, and a jump for Evel Kneivel!" Good view for the spectators, big shade trees, too. Riders race 7 laps three times for $390 on the first Sunday of each month. Juniors and Intermediates get trophies.

FOREST GLADE CYCLESPORTS PARK – Located off Farm Road 666 just north of Corpus Christi, Texas. This mile long track is perched on a cliff above the Nueces River. It's a fairly narrow track that winds through a lot of trees, but a nice layout with giant berms and fast S-curves. Forest Glade demands a lot from the riders because there isn't any place on the track to rest and a sloppy line through a corner might put in close proximity of a liveoak. More than adequate facilities with half the track visible from many spots, swimming too. They run on the fourth Sunday of each month for a $350 purse and trophies for the Juniors. Money riders go eight laps and Juniors six.

GREEN VALLEY RACEWAY – This is a popular road-racing track near Ft. Worth that runs motocross in the infield. It is a short, hard packed course that has plenty of trees nearby to keep riders on their toes. Could be a very nice track with some work. Promoters seem more interested in running motocross as a preliminary event to the road races.

HAPPELL HILL INTERNATIONAL MOTOCROSS PARK, INC. – Located on US 290, 55 miles west of Houston in Chappell Hill, Texas. This track is as good as its name is long. Between forty and 75 feet wide, this mile long track has plenty of room to pass and several good lines through each corner. It's built on a hillside so you are always either going uphill or down. Very rough with lots of whoop-de-doos, high flying jumps, and a water crossing. Lots and lots of sand for good traction. Definitely a championship calibre track. They run on the second Sunday of each month. Experts run 10 lap motos for a purse of $400.00. You can always find the best riders and most avid spectators at Chappell Hill.

KAPITAL KATZ MOTORCYCLE PARK – Located near downtown Austin, Texas on Ed Bluestein Blvd. This natural amphitheater type track is a natural for both riders and spectators. Almost every inch of the action can be seen from the edge of this abandoned sand pit. A rugged mile-long track, it is the scene of only one race a year. Then why include it, you ask? Because the city of Austin sponsors those races, usually the first Sunday in August or last in July, in conjunction with their annual Aqua-Festival. The following Sunday is the occasion for the annual road races run on city streets, also sponsored by the city. Two solid weekends, motocross and road races, all put on by the fat cat with the cigar. Unbelievable.

LA LAGUNA RACEWAYS – Located west of El Paso on highway 80 in Anthony, Texas. A few feet farther west and this track would be in New Mexico. One of the few tracks in the state that runs AMA sanctioned motocross regularly. This ¾ mile long facility has lots of man-made jumps water traps and deep sand. If the six-lap motos aren't enough to tire you out, you might give the ½-mile oval a try, or how about a boat ride on the adjoining lake? La Laguna runs twice a month for trophies. If you're just watching and come on a bike, it's only 4 bits admission.

SAN ANTONIO MOTOSPORT PARK – Local Yamaha dealer Larry Gross went all out when he built this beauty 7 miles east of town off US 87. This relatively new track is very, very wide with plenty of sand. A good jump and water crossing.. Better be in good shape before you ride this track, it is demanding and the temperature in San Antonio rarely falls below 99 degrees. If you think you've seen whoop-de-doos, take a gander at the 10 foot deep whoopdies at this track. John DeSoto recently taught a motocross school here and had nothing but nice words for the track. Nice creature comforts for both spectators and riders. Starter Jerry Svajda runs five lap heats for an average $300-400 purse. Unique trophies for the Juniors through fourth place.

SOUTHWEST MOTOCROSS PARK – Located in Lockhart, Texas, 30 miles south of Austin. Riders either love or hate this track. Most love its bone-crunching 1.24 miles of sand, steep climbs, and mud. Probably the closest thing to a European Grand Prix track you'll find in Texas. This is a very rough, no-nonsense course with lots of off-camber rocky turns to remember. A 100-foot change of elevation over the length of the track. The devil designed Lockhart. Very nice comfort facilities, including river showers, a beautiful camping area and running water. Plenty of big oak trees for shade. Owner J.B. Roberts runs 10-15 minute motos and pays a total of $445.00 to Experts. Lockhart runs the fourth Sunday each month. A top notch track, but not for the faint of heart.

WEST TEXAS MOTOCROSS PARK – Located in San Angelo, Texas. This ¾ mile long track is a good combination of loose and hard surfaces. It has 12 jumps and a big, loose hill. Owner Tom Sparks changes the track regularly so local riders can't get too proficient. It's nice to see motocross getting popular in West Texas. They run on the first Sunday in each month for a $200 purse. Site of a points series championship for West Texans.

Nephi-ites Assist CMA Motocrossers

By Larry Knop

NEPHI, UTAH, July 10, 1971 – Saturday's Continental Motocross Association race was different. Very different. First off, the race was held about 85 miles south of CMA's usual stomping grounds in Salt Lake City. Secondly, all sorts of things went wrong but that was okay – everything was still beautiful.

The credit for all the good feelings goes to the wonderful people of Nephi. Every year about this time the Ute Stampede celebrations are held with parades, breakfasts, contests, and one of the best rodeos in the west. The celebrations run Thursday, Friday, and Saturday, however nothing is scheduled between early Saturday morning and late Sunday afternoon. So it was suggested that CMA hold a motocross race at that time.

So a race was planned, and help came

ROSS TAKES ROSES

By Mike Murphy

LIBERTY, ARIZ., July 11, 1971 – Flyin' Brian Ross, one of the local hotshoes, proceded to lead the pack for all three motos to take overall victory in the Open Pro class today at Arizona Desert Raceways. Ross had a good start and was first into turn one in each moto. From there to the checkered it was Ross in front all the way with no serious threat from Mark Foster, second.

In the 250 class, Gerald Pratton, the track record holder for the fastest timed lap, ran away from the field in each moto. He was so far ahead in the last moto that on the last lap he stopped, checked his engine (he lost his stinger) and took off to finish long before the other riders came in.

Chuck Lampe a 14-year-old California transplant, swept all three 125 motos. Lampe, who is still limping from a non-racing accident, rides a Carabela and holds the track record for all bikes.

After the trophy presentation, the time trials were held. The track record of 2:20.2 was shattered as Chuck Lampe crossed the start-finish at 2:14.9. Pratton tried to defend his record but turned the lap .4 seconds slower than his previous time.

Arizona Desert Raceway is now the only motocross track in the Phoenix area. ADR has moved since its first race and the track has been improving ever since. Dust is minimal since the track is well oiled. There are refreshments and sanitation facilities, and an ambulance during the racing. If the track gets more rider and spectator support the track will continue to improve. The next race is July 25, then the track will close until September.

(Results on page 28)

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MYERS SCALES PIKES PEAK'S REINSTATED BIKE FETE

By Bill Brokaw
Photos by Annie Brokaw

PIKES PEAK, COLO., July 11, 1971 – Seventy-five-year-old Louie Unser came across the starting line and set up his stock car for the first turn, stood on it and sprayed the spectators. The Annual Race to the Clouds was on, but with a new twist.

With an on again, off again record over the last 50 years, bikes were once again back on the program. Last year's race up Pikes Peak had a poor spectator draw. The old fashioned, but classic, open cockpit Championship cars paid the big money with the stocks and sports cars filling in. On a bet that paid off, this year the Championship and sports cars were gone. The stocks paid big and dune buggies and four wheel drive filled in with three classes of bikes allowed to run on a soft pedaled basis.

Ak Miller of Whittier, Calif., drove his Ford Mustang to the top with precision and took home everything but the trophy girl. But, the mass starting bikes

brought even the beer drinking, well relaxed spectators to their feet.

At the Avenue of Flags the 125cc class, 31 strong, lined up, killed their engines and rolled to the timing light. The riders were concerned because an unusual heat wave held the temperature in the 80s nearly to the top of the 14,110 ft. summit. Was the jetting right for the 5,000 ft. climb?

The flag dropped and off they went up the 12 mile super smooth decomposed granite highway. Three riders tangled in the first turn but remounted and were away. KRDO radio teams set about letting us know what was happening. Bill Vickery of Denver, Colo., took control with his swift Yamaha and had a comfortable lead by Glen Cove, the sight of the start of the annual Jan. 1 motorcycle climb. At the top, Vickery was still in front followed by his buddy Chuck Jensen on another Yamaha. Ted Mundy on a Bul was third. California's Puch racing Al Baker was fourth. Allan Bonner Suzukied his way to fifth. Winning time was 17:11.57.

After the stock car division the 250cc bikes were on the line. The class made a clean get-a-way and Mike Kidd of Texas shrugged off the other riders with his out-of-sight running Bultaco, then fuel problems developed. By Glen Cove, Rickman mounted Bob Conway had taken command. Larry Lippert's overgeared Maico was second, a position he would lose at the higher elevations. PurSang mounted Larry Williams was in pursuit. In 15:48.47 min. Conway was on top, followed by Williams. John Toler and his Yamaha were third, a surprise since he is a budding racer. Lippert was fourth and Bultaco riding Stan Adams fifth. All but Conway were from Colorado Springs, Colo.

The final event of this year's Race to the Clouds was the hairy Open class. A mix up somehow caused the flag to be waved before the bungee cord was snapped. One rider in the front line got away slow. There was much jockeying for riding room and a dramatic 11 bike pile up followed. All got going again. Up the line three bikes tangled and James Scott left the road and played lumberjack. It cost him a broken wrist, the only injury of the day.

By the Cove it was Gene Russell, Gary Myers, Scott Harris and Dick Marquis in that order. At the top Myers was there in 15:11.96 min. only one and a half seconds behind the winning dunebuggy time, but the cars have a running start at the light. Following Myers' Husky was Harris and his Triumph Metisse. Then Steve Gauss (Mai) and Sonny Anderson, who put his 12-year-old Triumph in fourth. Californian Arvil Sparks was fifth with his Rickman Triumph. The first five in each class paid money.

Of interest, racing and finishing in the Open class was Don Brymer, promoter of the sell out Madison Square Gardens race. He is promoting another Yamaha Gold Cup event, a first time for bikes on Chicago's Arlington Park mile.

(Results on page 28)

CMA

(Continued from page 20)

from everywhere, despite the fact that probably not more than two or three people in town had ever seen a motocross. The county-owned cat (and the only cat in Juab county) cut a course. The city's water truck ran after hours settling the fresh cut dirt. The two bike shops in town, Garret Honda and Olsen's Kawasaki, put up liberal contingency money to encourage local riders. The Ute Stampede Committee, already overworked setting up the rest of the celebrations, helped out with the publicity. The only land immediately available had a road across it, so the road was obligingly closed for the race.

Come race day, the Juab County Sheriff's Posse was out in full force patrolling the race grounds and providing first aid. The first and second Wards of the LDS Church supplied help with flaggers and gate people. CMA members still had their hands full of work to do, and they certainly did their share, but without the assistance of the people from the area no race would have been possible. Eat your hearts out, Southern Californians, or else move to Utah.

(Results on page 28)

IT PAYS TO RIDE CARABELA

DALLAS, TEXAS – Carabela Moto Imports Company of Pasadena, Calif., has posted $600 in contingency prize money for the third stop of the Southwest Motorcycle Racing Association's '71 circuit. The triple header event is set for Aug. 8 at Green Valley Raceway northeast of Fort Worth, Texas.

Monies are being offered to any Carabela "Caliente" that places in the top three of the 125 motocross. The "Mexican Conqueror" can capture $300 for first, $200 for second, and $100 for third.

And coming from Mexico City to make its debut is the potent 125 road racer to be ridden by Jamie Gleen.

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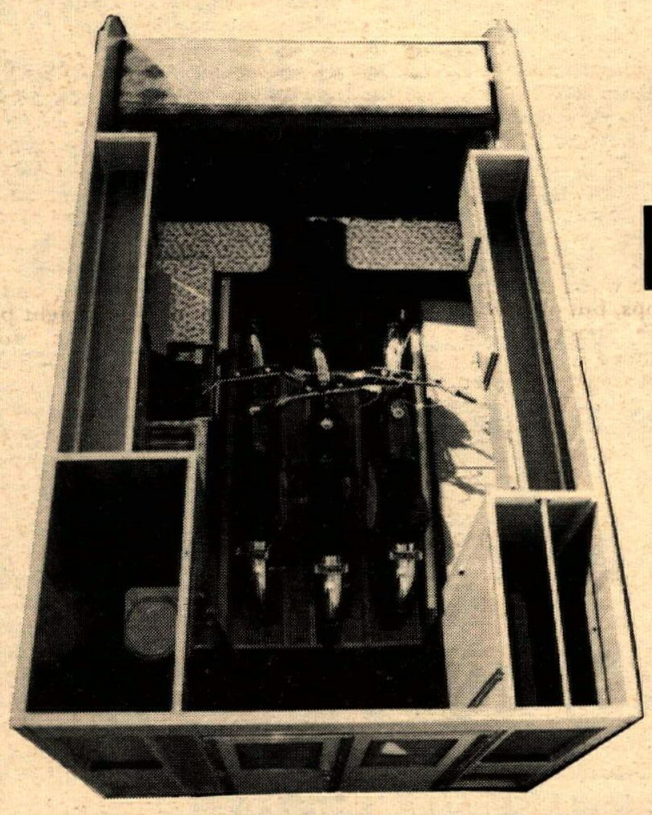

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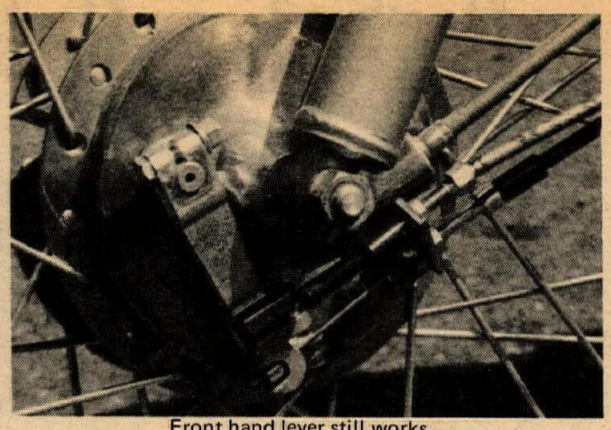
DiffBrake stops quicker than experts

By Cycle News East Staff

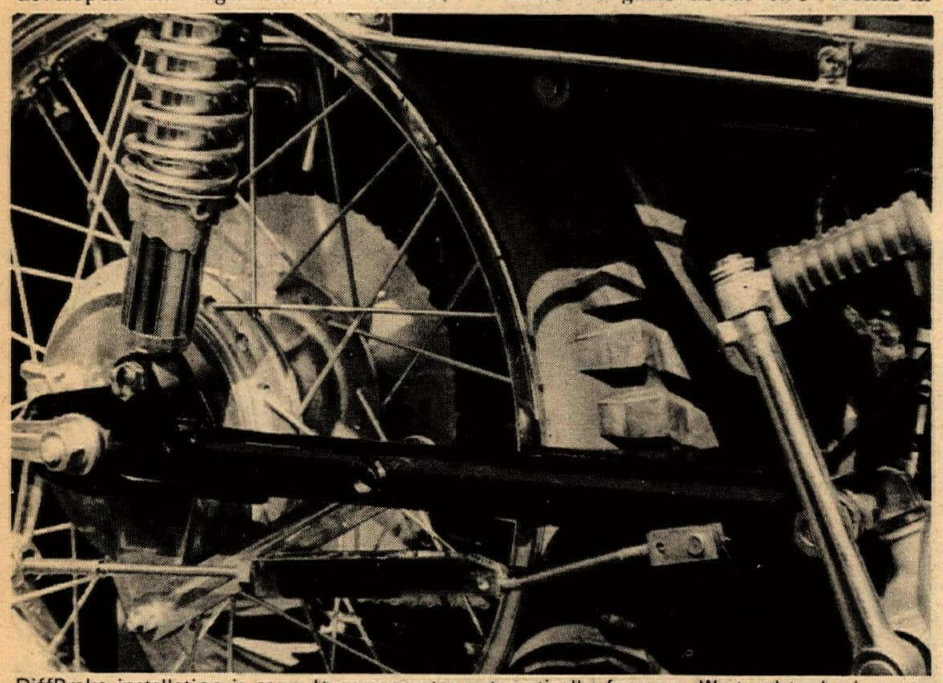
For the past week we've been trying out a new device called DiffBrake which, in effect, makes its user into an expert rider as far as stopping is concerned.

The DiffBrake is the brainchild of aerospace engineer Russ Shreve of Michigan and, as its name implies, it is a differential connection activated by the rear brake pedal that applies the front brake at just the right pressure to slow or stop a speeding motorcycle quicker than all but a few experts can achieve with conventional controls. What is more, the DiffBrake is operated by the foot brake pedal alone, leaving the rider's right hand firmly clutching the throttle-grip for better control over bumpy terrain.

Inventor Shreve brought us a Yamaha 125, kindly loaned for our test by Bloomfield Sport Cycle in Pontiac, Michigan. He explained that the DiffBrake has been tested and developed for eight months on ice, snow, mud and pavement (wet and dry) in both competition and everyday use. Thirty-seven test units are now in use by such racing stars as Dick Robbins who runs it on his motocross-winning Ossa, and brother Jim Robbins has a unit fitted to his Husqvarna. Both men swear by the device, claiming it stops them in about half the distance of the conventional hand-and-toe method. Barry Mayo, famed Michigan dirt racer, claims he gains about two seconds in each turn over the competition, just because he runs a DiffBrake. Two seconds per turn, multiplied by, say, ten turns per lap, equals a 20-second gain over the opposition each lap. That may help explain why DiffBrakes are selling so rapidly in Michigan, where Mayo and the Robbines run.



Front hand lever still works.



DiffBrake installation is easy. It compensates automatically for wear. We taught a beginner to ride on this installation. Kit comes with special striated cable and complete instructions.

Another factor that will help make them popular is the price. You can buy a DiffBrake kit and install it in 15 to 20 minutes for $21.95.

The principle that DiffBrake uses to give its advantage is that the front brake provides 70% of the stopping power on a motorcycle. By linking the rear and front binders in series, Shreve's invention applies first the rear brake, as pressure is increased, then the front brake is applied by the same pedal, at a differential pressure compared to the rear, determined by an adjustment preloaded on the DiffBrake's spring, which interrupts the rear braking operation rod. (Cable-operated rear brakes have to be modified to rod-operated when the unit is installed.)

As proof of the pudding, we flung Bloomfield's cycle around our test track, diving into the turns 30 feet deeper than usual and hitting the brake pedal hard. The machine squatted on its suspension and tracked around the turn with amazing control. We aimed for the only mud-puddle on the course, trying to lock the front brake independently of the rear, but it just didn't happen. All the time the right hand was tightly wrapped around the throttle grip and we've never felt in better control.

It was possible, by toeing the brake lightly, to lock the rear wheel to set up a slide, while allowing the front one to free-wheel, maintaining control.

It seemed to work too good to be true. We offered the Yamaha to Bob Grodzinski, local motocross expert and factory tester for John Penton, and Bob comfirmed our findings. "It's real nice," he admitted. But he'd like to have tried it on a bigger motor, like his 360 Husky, on a wetter course.

The staff and several guest testers agreed that the DiffBrake works "like power brakes." It should be a terrific safety advantage for road riders as well as that universally desired "unfair advantage" for racers. The only drawback we could find is one that Russ Shreve pointed out often happens to enduro riders using the DiffBrake: "other bikes keep running into you from the rear."

Kits are available to fit most any machine (specify make, model and year) from DiffBrake, Inc., Box 94, Troy, Michigan 48084. Price is $21.95. The number there is (313) 689-3230 and dealer inquiries are invited.

MX SCHOOL CONTINUES

With a good turnout of riders having attended the first John Rice Motocross school at Indian Dunes Park in Valencia, Ca., Walt James, who is the general manager at the "Old Reservation," announced today that the school program will continue "every Monday from 9:00 a.m. – noon until further notice."

The school is free except for the usual weekday Dunes admission price. And after the riders have received their instructions, they are welcome to remain for the balance of the day – practicing what they've learned.

WELSH JOINS AMA COORDINATOR OF PROFESSIONAL RACING

Dave Welsh, 33, of Tacoma, Wash., has accepted the position of Coordinator of Professional Racing for the AMA, a position which, with Director of Professional Racing Bill Boyce, manages all professional motorcycle competition sanctioned by the AMA.

Welsh was chosen for his new position based on his extensive background in motorcycle race management and his experience in working with the AMA. He has served in the field as AMA Western Regional Referee for three years, and prior to that he was referee for the district including Washington and Oregon.

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PRESENTS

SUNDAY, AUGUST 8, 1971

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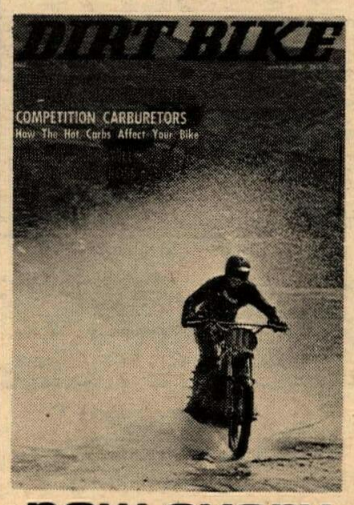

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Nicholas Returns to Ascot, Conspicuously

Photos by Dan Mahony

GARDENA, CAL., July 16, 1971 — Norton-mounted Jody Nicholas returned to Ascot for the first time in over a month and showed the fans what he had learned on the Eastern dirt tracks. It was enough to sweep the boards with fast time, his second Trophy Dash victory of the year, and finally the Main Event.

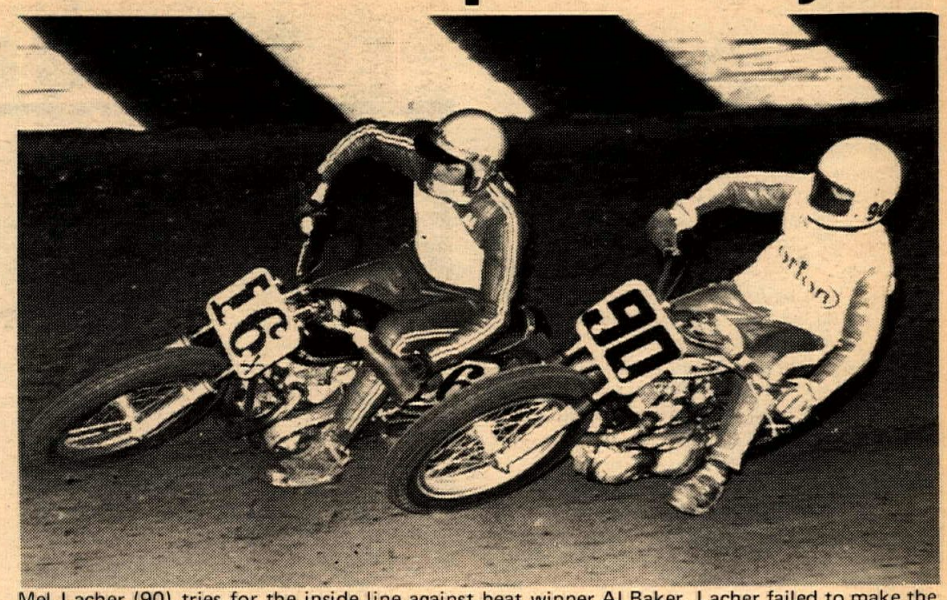
His only setback came in the heat race when fellow Norton rider, Mel Lacher, turned him back. It was Mel's fourth straight heat race win without a loss on the Gardena oval.

Lacher, dash winner the last four times out, did not time fast enough to even make the four-rider lineup this time. Nicholas won with Lloyd Houchins second. Chuck Hart crashed on the second lap and Shorty Seabourne was not on the track when dash time came around. Shorty had pulled off another of his famous "over-rides", running up the rear wheel of Al Baker on the first turn of the first lap in the heat race. Shorty went flying through the air, leaving the Pico-Norton to scratch the back of Baker. He was hospitalized with an arm injury. Baker came back for the re-start and went on to win.

Sammy Tanner returned to action for only the second time this year. At the last minute he switched from a Triumph to a Norton and was a close winner over Junior Tim Wolf in the heat race. It marked his 395th half mile win since 1956. Sammy is still inching closer to the 400 mark but they are coming harder and far between.

Lacher stayed with Nicholas in the early laps of the final with Houchins right there with him. Then Junior Ron Moore came up to do battle with the two veterans.

The last ten laps was a near classic between the three with Lacher and Lloyd putting the pressure on Moore. The second-year rider failed to be impressed, or scared off and it was a wheel-rubbing, bar-scraping Pier Six-type brawl for second place. The Junior won out with Lacher dropping out of the fray in the late laps to take fourth behind Houchins. Moore has been the most improved rider at Ascot this year and his recent weeks against the Experts has been the deciding factor for the lad with the highest hairline at Ascot.



Mel Lacher (90) tries for the inside line against heat winner Al Baker. Lacher failed to make the Trophy Dash for the first time in several outings.

Writer-rider Jody Nicholas (sitting, in leathers) is presented the Trophy Dash trophy by Lauri Green, who made her second appearance in that many weeks.

The Nichols-Scott Brelsford Novice duel was again a beauty. Each won their heat races, of course. Then Nichols was off to a perfect start in the final. Brelsford was off to one of his usual bad starts, running seventh at the end of the first lap.

Lap after lap the gap closed. The final lap saw the all out surge by Brelsford but he was nipped at the line by less than a bike length by Nichols who now leads the most recent series between the two, four wins to three.

This coming weekend is the biggest of the year at Ascot. The $5,000 Yamaha Cup half-mile runs on Friday night with the 10th annual National TT 50 lapper going on Saturday night. The TT has a record $10,000 purse to the 24 Experts who make the final.

(Results on page 28)

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Kent Johnson bought a 370 AJS Stormer from North Bay Cycles, 2556 Telegraph, Berkeley, California in March 1971. It was noisy, so when Norton Villiers came up with their Muffler Contingency Program he spent $20 on one of their neat little mufflers. Since that time at places such as Vallejo, Petaluma and Martinez, Kent has won 7 races on his Ajay. The Program ceases at the end of July — in the meantime it has been a pleasure to reward guys like Kent Johnson for racing so successfully, silently!

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m.o.r.e. from the capitol

By Russ Sanford

Let's take a short break from the legislative scene and look at what is happening around the state in the way of riding areas.

JOHNSON VALLEY

As announced in Cycle News several months ago, the BLM was entertaining plans of developing a 100,000 acre motorcycle area at Johnson Valley. Under the initial plans,the area would have been developed to provide parking, sanitation, and other relatively minor improvements. It would also have been designated on maps as an area which was 'open' to motorcycling, meaning that you could ride anywhere and not be confined to trails.

But, just as soon as these plans were announced, the anti-motorcyclists went to work against us. Some member of the Sierra Club or the Desert Protective League (I'm not sure which) suddenly discovered a "rare form of desert tortoise that exists in Johnson Valley and nowhere else on earth". Likewise, at the same time, the surrounding landowners formed the Johnson Valley Citizen's League with Mr. Lewis Armelino as President. I haven't had the pleasure (?) of hearing one of Mr. Armelino's many speeches before civic groups and anyone else that he can get to listen to him. However, my informants tell me that although Mr. Armelino is far from a polished speaker and that he can't logically discuss anything which isn't written for him as a 'finished speech', there are a lot of people listening to him. Unfortunately, there are very few motorcyclists (if any) who are making themselves 'heard' on this same issue.

As a result of the 'rabble-rousers', the BLM has quietly dropped its plans for Johnson Valley and is now concentrating its efforts on providing a mechanical park in Stoddard Valley. In the meantime, the BLM has not closed Johnson Valley. It is just not going to develop the area or designate it as "open" on maps.

STODDARD VALLEY

This area totals 13,580 acres, 1,280 acres of which are on private land. The remaining 12,300 acres are public land under the administration of the BLM and will be "open" for use by motorcyclists. The BLM plans to make some necessary improvements to this area and it holds a great deal of promise. BUT, we can lose this area too if we allow any motorcyclists to enter upon the neighboring private land. The BLM will erect signs to designate the private lands we are going to have to rely upon self-policing to stay within the prescribed boundaries.

You can rest assured that the adjoining landowners will be watching our every move. And if we screw-up like we did at Panoche Hills, we will be hard-pressed to find any sympathy from the BLM or other land-use agencies. I'm not suggesting that we use 'physical encouragement' with errant bike-riders: we just have to get them off to one side and educate them.

COW MOUNTAIN

The Ukiah District of the BLM has installed a district-oriented ORVAC group, of which I am a member. Initially, there was a great deal of pressure to close much of the BLM-administered lands to off-road vehicle use. However, during our subsequent discussions we have firmly established in the minds of everyone involved that there are basically two categories of off-road motorcyclists:

1. Those who use their motorcycle in the same capacity that a horseman uses a horse. A means of conveyance to get from one point to another.
2. Those who use their motorcycle in a competitive manner, such as rat-racing, hill-climbing, cross-country racing, trials, etc.

As a result, it is quite well established that most of the BLM administered lands in the Ukiah District will remain open to off-road vehicle use, however,

1. Cross country travel will be limited to designated "open areas".
2. Use will be limited to existing trail systems in "restricted areas". Such use will also be subject to speed limits, common courtesy to other users, and bikes equipped with mufflers (or silencers) and spark arresters.
3. There will be a very few "closed areas" such as wet meadows, grazing areas, and areas which have an irreplacable ecological value.

In summary, we are not imposing any undue or unnecessary restraints upon motorcyclists. In return, we will have continued use of the vast majority of the public lands in the area. This wasn't part of the bargain, but the BLM announced that it intends to explore the feasibility of connecting many of the existing trails to provide us with additional trail systems.

LONE PINE

Last year the U.S. Forest Service completed an extension of the Horseshoe Meadow Road from Lone Pine into the previsouly inaccessible Cottonwood Basin. The Basin area is characterized by fragile mountain meadows and erodible decomposed granite soils that require special protection. Consequently, off-road vehicle travel is not permitted in the Basin area. The Horseshoe Meadow Road is open to all types of vhicle traffic.

If you have occasion to ride in this area, send for a map of the Restricted Motor Vehicle Area of the Sequoia and Inyo National Forests. They can be obtained by writing to Mt. Whitney District, U.S. Forest Service, Lone Pine, California.

GROUSE LAKES

The Grouse Lakes area of the Tahoe National Forest has been receiving a highly accelerated recreational use in recent years, and the U.S. Forest Service feels that now is an appropriate time to determine which changes, if any, are needed in management direction. Current Multiple-Use management by the Forest Service has designated National Forest land in this area as "Water Influence" which gives priority to water-oriented recreation and protection of the water shed. Possibilities for future management of Grouse Lakes are many. Alternatives could range from full access development providing for facilities such as roads, resorts, etc., to restricted use such as day use by foot and horse travel only.

The U.S. Forest Service is asking for assistance. They will have study teams in the area this summer collecting detailed resource information, and they need our inputs in the form of facts and evaluations which will help them determine an appropriate course of action. Letters should be addressed to Tahoe National Forest, Nevada City, California 95959, and should be sent before September 30th.

LETTERS NEEDED

Surely you have feelings on the foregoing items. Everyone who reads this should write to Mr. J. Russell Penny, Director, Bureau of Land Management, 2600 Cottage Way, Sacramento, CA 95825, and let him know of your feelings on Johnson and Stoddard Valleys. My suggestion is to praise the BLM with respect to Stoddard Valley and ask them to disregard the rabble-rousers and return to their original plans for development of Johnson Valley.

If you have further questions or inquiries on the foregoing, please address them to the author, c/o MORE, P.O. Box 26062, Sacramento, CA 95826.

MOTORCYCLE NOISE

For the first time, a recreational vehicle industry group has launched a national attack on noise pollution created by its own products. The Motorcycle Industry Council, representing more than 90 percent of motorcycle manufacturers, recently passed a joint resolution to limit the noise level emissions of its products.

This new self-regulating noise standard will be met by the members of MIC starting December, 1971. The standard is 92 decibles and is considered by independent experts to be a big improvement on current levels, especially for motorcycles used primarily for off-road purposes.

An intensive public information campaign, with the theme "Less Sound – More Ground" has been launched by MIC. This campaign, aimed at the rider as well as the public, will bring together thousands of dealers across the country.

Week after Week after Week

HUSKY WINS

Inter-AMA
Indian Dunes
Valencia, Calif.
June 27, 1971
500 National
1st – Lars Larsson – HUSKY

Inter-AMA
Motocross Series
Denver, Colorado
July 4, 1971
500 National
1st – Lars Larsson – HUSKY
1st Overall
Keit Fransn – HUSKY

Inter-AMA
Cyclesports Park
Houston, Texas
July 11, 1971
500 National
1st – Lars Larsson – HUSKY

Dual European Scrambles
California City, Calif.
July 4, 1971
Chargers M.C.
1st – J.N. Roberts – HUSKY
500 Am/Ex.
1st – J.N. Roberts – HUSKY

Hare Scrambles
Desert Foxes M.C.
July 10, 1971
1st – J.N. Roberts – HUSKY

European Scrambles
July 18, 1971
Open Expert
1st – J.N. Roberts – HUSKY

Husqvarna of Sweden

Western Distributor:
MED International, 4790 Palm Avenue, La Mesa, California

SCOTT HOFFEE SCOFFS DUNES SHOES

Scott Hoffee's chest protector subtley suggests his identity.

By John Grout

VALENCIA, CAL., July 8, 1971 – John DeSoto did everything but ride upside down during today's third round of the Indian Dunes' Can-Am Series, but it was Bultaco-riding Scott Hoffee who carted off the heavy gold at the conclusion of the program.

After turning back a strong field of 125 Seniors and beating John Rice by a mere two points for the day's overall, young Hoffee got serious with an ever larger and healthier field of 250 Seniors.

Dave Rodgers, who had finished ahead of Hoffee in the first 250 moto, fell from his cycle during the running of the second go-round and had to be taken to the hospital with a possible broken shoulder. From there to the final wire, the biggest problem which confronted Hoffee was the problem of defeating Ron DeSoto, Tim Hart, Jim Wilson, Bill Clements, Bryar Holcomb, Steve Thompson, and, of course, Tom Rapp.

Hoffee was able to grab the second moto win, but the third and final round was a real dirt-kicker.

Tim Hart bounced his Maico directly down track-center, taking a lead which he didn't relinquish until the final flag. Meanwhile, from somewhere near the rear of the entire pack, Hoffee was attempting to get things sorted out.

Finally, on the last lap, Hoffee shoved his Bultaco into third position. That was all that the Torrance rider needed for his day's overall victory over Ron DeSoto (CZ) and Jim Wilson, who was also CZ mounted.

A Suzuki rider named John DeSoto ran around the track all day long, while chucking dry grass, bushes, rock, sand some things which we can't even mention just now, at the exact same specators who were wondering who was creating all the ruckus.

Late reports from the Old Reservation say that Walt James, general manager at the Dunes, has had to retain a special crew of gardeners and sod-technicians just to replace the landscape that DeSoto displaces every weekend.

DeSoto, the solo berm-demolition crew, defeated Billy Clements (Hus) and Bob Hershey (CZ) for the day's Open Senior crown.

Kenny Cook, who was this week's winner of the new California helmet, turned back the Bakersfield rider, Phil Taylor (Mai) and Fred Phillips (Hus) in his victory lane ride on the super-fast Montesa in the 250 Junior shindig.

Mike Todd whipped Tom Simpson and Chris Alberts during the Open Junior slugfest.

Joe Rose (CZ) and Tom Hoyle (Hod) were the big winners over the Old Timers clan while Joe Flores, Jr. (Ric) and Larry Kreie (Ric) were the victors over the 100 invasion.

Jim Hale (Bul) and John Fenton, Jr. (Pen) snatched their respective division wins from the 125 Juniors.

Racing will resume at Indian Dunes Park this Saturday with the running of an All-Junior program for cash. Sunday will see the first round of the fabulous Tri-Am Motocross series for an eventual payoff of $15,000 in money and prizes.

(Results on page 24)

John DeSoto.

Mumford Pulls Surprise Corona Win

Photos by Dan Mahony

CORONA, CAL., July 17, 1971 – Mike Mumford pulled a surprise upset tonight in the combined Junior/Expert Main at Corona Raceway's fast half-mile oval.

Mumford (Tri) blasted off the line at the restart of the 15-lap Main and had first going into the turn with Lloyd Houchins (BSA), fastest qualifier at 23.33, running second. The race had been red-flagged earlier when Jody NIcholas (Nor), Les Costanza (BSA) and Paul Censeprie (Nor) crashed in turn two. All were OK and made it to the restart.

For two laps Mumford led with Houchins tailgating and on lap three, Lloyd got by and began to stretch a lead. Mumford continued in second with Dave Smith (Tri) pushing hard while holding third.

Then, two-thirds through, Smith began to lose ground while Ron Moore (Tri), who had been running fourth all along, began to hassle for third. Coming out of turn four on lap 10, Moore caught his drive and passed Smith, who went sliding out and down. He restarted but was a lap behind and out of the running.

All the while, Houchins was continuing to open ground with Mumford second, Moore third and Nicholas fourth. Suddenly, Lloyd pulled off the track and Mumford sped into the lead, only two laps from the end. The problem: a broken primary chain.

It was easy for Mumford in the final two laps as he took the checkered ahead of a very hard charging Nicholas, who passed Moore out of turn four just before the finish line.

Jim Crenshaw (Nor), down from Chico, Calif., had to vacate his starting position in the Main as he went down during the trophy dash and possibly broke his ankle.

He and Houchins were gassing it down the striahg at the start and the two bumped together. Lloyd stayed up but Crenshaw didn't.

Earlier, he had won his heat handily ahead of Censeprie, Costanza and Smith. Houchins transferred directly to the main with a victory over Moore, Nicholas and Mumford in the second heat.

Mumford was still out of the spotlight in the first semi as he had to watch a battle between Gary Fisher (Tri) and Moore for first. Fisher led for three laps but Moore caught him on turn two, the same place he had lost the lead earlier, and went on to win. Fisher eventually dropped back to third behind Mumford, but still transferring to the main.

Don Dudak (Tri) led all the way in the second semi with a very tight duel between Smith, Conseprie and Nicholas. They finished in that order.

As he had done at Ascot the night before, Scott Brelsford (Yam) missed a shift at the start of the Novice Main and tailed the leaders going into turn one after the start. He adjusted quickly, however, and was running second to Steve Nichols (Yam) by the end of the second lap and passed him out of turn four on the next.

The two continued to battle for the lead as they pulled away from the rest of the challengers and on the sixth lap, Nichols went wide out of turn one and slid out, leaving an open track for Brelsford to scoot home for the win.

Gary Caldwell (Bul) held off John Sperry (Suz) for second and Tom Horton (Bul) picked his way from a second row start to take fourth.

(Results on page 28)

Smith ACA Streak Stopped

By Rich Hoffman

EL TORO, CAL., July 14, 1971 – Scott Smith (Yam) picked up three more wins tonight, but had to settle for 3rd in the 125cc Sr. S.T. when another rider fell and Scott went wide to avoid hitting him. Bob Sanders (Yam) took the win; Hank Scott was second.

Although Smith's win streak was stopped tonight he still picked up the gold in the 250cc Sr. S.T. and 125cc and 250cc TT events.

In the 250cc Sr. TT, Smith came up with some new competition in the form of A.J.S. rider Morris Malone who, as of tonight, will ride Expert at A.C.A. events. Morris did quite well tonight with a second behind Smith in the 250cc Sr. TT and a first in the 500cc Sr. TT.

In the Junior division Dennis Briggs (Kaw) was the 125cc Jr. TT winner, a not so easy feat at El Toro Speedway as the 125cc TT is the largest class with entries running near 50 tonight. Robert Crecelius (Kaw) was second with 3rd going to Davey Carlson (Yam). This was

David Boydstun (Mai) ran away with the 250cc Jr. TT and won a new Premier helmet as well as a trophy for his efforts.

Steve Flowers (Suz) and John Calicchio (Yam) battled it out in the 500cc Jr. TT with Flowers taking the win.

(Results on page 28)

CLAIRE TOPS DUNES JUNIORS

By John Grout

VALENCIA, CAL., July 17, 1971 – Tom Claire, the 14-year-old Junior from Van Nuys who is working on one of the most impressive win-streaks ever to be recorded at Indian Dunes Park, was up to his old tricks at the reservation this past Saturday.

Claire, who has only been defeated once in his last fourteen starts, again yanked the plug on a top field of 250 riders and offered mute evidence to the whole group that anyone who hasn't been doing his racing on a CZ had better forget the whole day.

The youngVan Nuys typhoon,proving that he's equally at home on the front end or in coming from behind, led one moto from the start and sailed from behind the whole pack in capturing the two final heats for the division.

Finishing behind the grand-slam winner Claire were Frank Giardina (Bul) and Bob McCleneghan on another CZ.

Rod Cowell (Suz) and Husqvarna-mounted Angelo Marsh had quite a battle of their own during the running of the Open Junior combat. Third, behind the two leaders, was Art Whiting (Hus).

One of the top contests during the day's activities were turned in by the 100 Junior clan, in the division for those racers who had ridden motocross five or less times. John Wozniak got hold of a wild bunch that just didn't want to quit.

Wozniak, who rides a Hodaka, had to go the full three rounds before he was able to turn back Steve Davison (Ric) and a rider to keep your eye on, Dan Radlauer, who was astride a Hodaka.

Billy Gray (Bul) defeated the 125 Juniors with six or more race experiences. Finishing second and third were John Retich (Yam) and John Scott (Bul).

(Results on page 24)

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WOODS WINS COSTA MESA FAIR DERBY

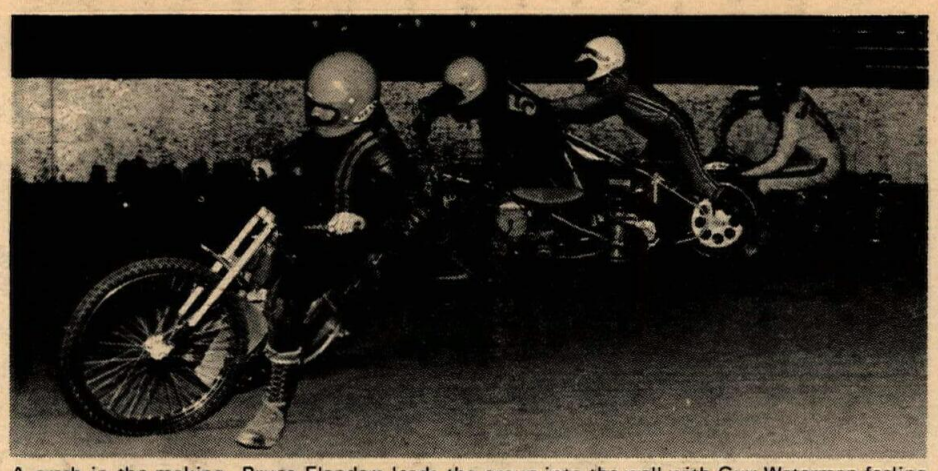
By Mike Capalite
Photos by Dennis Greene

COSTA MESA, CAL., July 17, 1971 — With the Fair Derby match race being the big event of the evening, the crowd picked up a little from the previous night at the Orange County Fairgrounds. If any of the fair-goers were enticed to watch speedway for the first time, the racing Saturday night was enough to make fans out of them as the track was in the same shape as the night before with lots of sliding being the way of it.

As the four riders who had won their heats in the battle for the big Fair Derby Perpetual Trophy race went into the semis, it was Sonny Nutter besting Larry Shaw in the first one and Rick Woods over Steve Bast in the second. This meant that the big one for the trophy would be between Nutter and Woods. As they came to the line, the excitement in the stands was high as Rick won the toss and took the pole position. As the gate went up, Rick and Sonny were into the corner about as close as two riders could be, but coming out, Woods got a wheel ahead of Nutter and pulled ahead about a length going into the second corner. Coming out into the front straight, Nutter turned it on a little too much and the front wheel came up and over on him and he went down hard on his posterior as the machine did a series of spectacular endos down the track. As Rick came around for the checkered flag, he saw what had happened and refused the checkered flag, electing instead to re-run the race if Sonny was able and could get another machine. Nutter was none the worse for wear, so with his spare machine, they pulled to the line again and this time, Woods got a terrific hole shot and was into the corner first and took the lead to hold it for the two laps to take the win. The trophy was supposed to be presented by last year's winner Bill Cody, but much to the delight of Woods, this chare was handled by Miss Orange County and two of her consorts.

The Division II Main was spiced with a little excitement as Guy Waterson went down in the first corner against the wall and Paul Henderson with no place to go looked like Evel Knievel as he shot into the air using Guy as a ramp. Neither rider was injured as Dick Brewer went on to take the win with Billy Gray putting in a fine performance in the number two slot. They were followed across the line by Mickey Quade and Bruce Flanders.

The Handicap Main Event was definitely Rick Woods as he worked his way up from the 60-yard line and methodically picked off rider after rider until he commandered the lead and held it to the win.



A crash in the making...Bruce Flanders leads the group into the wall with Guy Waterman feeling the pressure.

Fair Derby Match Race riders Steve Bast, Larry Shaw, Rick Woods and Sonny Nutter.

The Scratch Main was the revenge race for the Bast Brothers over Rick Woods as they pulled out all the stops with Steve really getting it on as he has topped his heat and his Semi with Woods running second to him in the semi. Out of the first corner, it was Steve, Mike and Rick with Scott Autrey close behind. As Steve and Mike were stretching out their lead, Rick was having trouble holding it tight in the corners and Scott was able to slip under him as Steve was stretching his lead out over Mike. Mike Bast was trying hard, but there was no catching Steve as he took the win with an easy lead with Mike second and Scott third with Woods in fourth.

(Results on page 28)

WOODS SWEEPS BAKETOWN MEET

By Sportphoto

BAKERSFIELD, CAL., July 14, 1971 — For the second time this season U.S. Champ Rick Woods has proven how much he deserves his title by winning every scratch and handicap event he started.

The only defeat Rick suffered all evening was at the hands of New Zealander Dave Gifford in the Feature Match Race. It was side by side into the first turn, but coming out Rick found a bit more traction and pulled ahead only to overcook it in the last turn where he slipped out into the marbles, had some handling difficulties and watched Dave take the lead. On the second and final lap, valiantly though Rick tried, it was all in vain and Gifford came in the winner.

The Scratch Main was Woods' all the way, although Sonny Nutter was never more than a length or two behind, hoping for some small error on Woods' part. But Rick wasn't having any, so the issue was never really in doubt. Sonny was second to the checkered, chased by Steve Bast and Don Cullum. Stu Morley put the Red Beard Racing Team into the winner's circle in the Handicap Consolation, moving into the lead almost off the start and showing the way to the checker to Larry Moon, MIke Curoso, Jim Nicholson, Cullum and Mike Konle.

(Results on page 28)

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Moon Tops Fair Handicap

By Mike Capalite
Photos by Dennis Greene

COSTA MESA, CAL., July 16, 1971 — Riding with the best of them Friday night, Larry Moon was able to bring home a win in the Handicap Main at the Orange County Fairgrounds. By running both Friday and Saturday nights to coincide with the County Fair, the crowd was down a little bit, but the action was hot and heavy. Although a rodeo had been held the night before on the track surface, it was in beautiful shape and was perfect for the full-lock slide boys.

As this was a two-night affair, a series of elimination matches were held between the top riders to move into the Saturday night semis for the big Fair Derby Match Race. This is run annually at the County Fair with the winner keeping the perpetual trophy, a large gold-plated replica of a stra hat mounted on a base with the winner's names engraved, for one year. Last year's winner Bill Cody was unable to compete as he is, sidelined with a broken collar bone. In the four elimination races with the winners transferring to the semis on Saturday, it was Larry Shaw over Greg Haserot, Sonny Nutter topping Scott Autrey, Rick Woods besting Mike Bast and Steve Bast taking the win over mike Konle.

In the Division II Main, it was Irwin Moon on a Velocette who took the lead off the line, but he couldn't hold back the onslaught of Bob Hardison, who moved past him to take the lead and hold it all the way with Joe Fitzpatrick also passing Moon to move into second, leaving Irwin the third place slot.

For some unknown reason, the program was changed for this evening and the Scratch Main was run before the Handicap Main, but it didn't seem to alter the fine racing. Off the line, it was Woods on the inside with Sonny Nutter on the outside into the first corner, but Sonny drifted wide and Larry Shaw moved into the second slot with Steve Bast right behind him. Into the next corner, Bast was able to get a wheel under Shaw and come out in the number two spot. As Nutter was trying to move up on Shaw, his bike suddenly went sour and that was all for him as they crossed the line with Woods leading, Bast second, Shaw third and Nutter fourth.

In the Handicap Main, Larry Moon took the lead at the onslaught and Ed Williams dropped in behind him with Steve Bast, Mike Bast and Woods right on their back wheels. Mike Bast drifted wide and almost lost it into the wall as Woods moved up and tried to get around Williams. As Williams was holding the inside, Woods elected to go around him on the outside and as he did, Ed drifted and almost ran Woods into the wall. Meanwhile, Mike Bast had recovered and moved up on the inside and was threatening to move into second. As Mike moved into second going into the last lap, Rick came back on the inside with Steve Bast right behind him and as they came into the last corner, Mike and Ed both went a little wide and Rick and Steve moved under them to cop the second and third spots behind Larry Moon who brought home the first win for the JAP marque in a Main Event in a long time. Mike was fourth with Sonny Nutter and Williams in fifth and sixth.

(Results on page 28)

New desert demonstration rides:
Suzuki 400 MX; BSA 500 MX; AJS Stormers; Montesa Cappras
SUZUKI CITY
728 So LaBrea, Inglewood, Calif. (90301)
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CRICKETS TOO LOUD!

By Elaine Jones

CORONA, CAL., July 13, 1971 — Sound people, taking decible readings Friday night at Corona Raceway, were hampered by the abundance of crickets in the Home and Country area who are in violation of the Corona Noise Ordinance. They registered along with overhead planes and the train that runs by the housing tract louder than what is legally acceptable. The track, on the other hand, at no time exceeded the limit allowed them.

Riverside District Attorney Byron Morton, meanwhile has started proceedings against the track. Instead of one trial, he has insisted on three separate jury hearings which will begin August 4. It appears Corona Raceway may be in for a long, costly legal battle.

Morrison Steals Show From Double-Winner

By Art Loya

SOUTH GATE, CAL., July 15, 1971 — Despite two top-flight performances that ended in victory circle for Chris Smith of Alta-Loma (250 TT Main Event winner) and Dale Hopkins (250 F.T. Main winner) it was newcomer Rob Morrison of Fontana, who stole the spotlight this Thursday evening at Trojan Speedway.

The 250 TT feature got off to an interesting start when riders Craig Steigler, Bill Potts, Mark Smith, and Jim Bernard, spilled, bringing the crowd to an almost complete silence. Although the accident looked serious, all four riders were unhurt. A second restart resulted after Steigler spilled once again, while rounding off the corner before the jump, and Ricky White hit the front-stretch crashedwall, but both riders escaped injury.

Chris Smith and his Montesa filtered through a 12-rider scramble before taking the first jump and the lead, but he was hard pressed by Bob Byars (Ossa) all the way to the finish. Following the pair across the finish line were 22-year-old Rick Isbell (Ossa), Hopkins (Bul), and Steigler (Bul).

In the 250 F.T. Main, Hopkins got the jump on Smith and the rest of the field, but he was forced to work for the lead as Chris Smith and Dave Arrambide (Oss) of Ventura, challenged him for the front spot. On the final turn of the final lap, Smith made one last effort to overhaul Hopkins coming into the front stretch, but he failed and dumped his bike losing a sure second place. Arrambide finished second and was trailed by Tim Tipton (Yam), Jim Tabler (Yam), and Bill Potts (Yam).

You can mark down Rob Morrison as a rider to keep your eye on considering his solid performance on track he had never been on since its renovation. Going into the 100 TT Main, Morrison had a clean sweep going for him and his Kawasaki. At the finish of his sensational riding in a 12-rider field, Morrison had added a main event to his string of victories. Morrison was trailed by Tom Doty (Hon), Byars (Hon), Mark Revels (Kaw), and Bob Sanders (Kaw).

Tasting earlier defeat, Sanders came back to win easily in the 125 TT Main over Steve Young (Yam), REvels (Kaw), Morrison (Kaw), and Tony Seruto (Yam).

Sanders and Morrison teamed up for some real hot racing in the 100 F.T. Main, perhaps the best action of the night for the front spot, featuring challenge after challenge, but, it was pretty hard to beat experience in your own back yard, and Morrison lost to Sanders by a wheel Finishing third was Revels (Kaw), followed by Marv Heembergen (Kaw) and Roy Widener (Kaw).

Trojan fans found a new here to root for when Morrison came back to completely stop Sanders' monopoly of the 125 F.T. Main Event action with a thrilling win over Sanders (Yam), Revels (Kaw), Tabler (Yam), and Jack Harter (Yam). A likeable rider, a bit on the modest side, Morrison later stated, "It would have to be somewhat of an upset for me to win because these riders proved to me that they are some of the best in the game".

Sanctioned by the Speedway Racing Association, the class A cycles, second and third divisions, continue racing every Saturday night starting at 8 p.m. and the regular weekly double-header starts at 7:30 p.m. every Thursday night at Trojan Speedway in South Gate..

(Results on page 28)

YAMAHA GOLD CUP
WEEKEND OF MOTORCYCLE RACING
ASCOT PARK
JULY 23 & 24-8PM

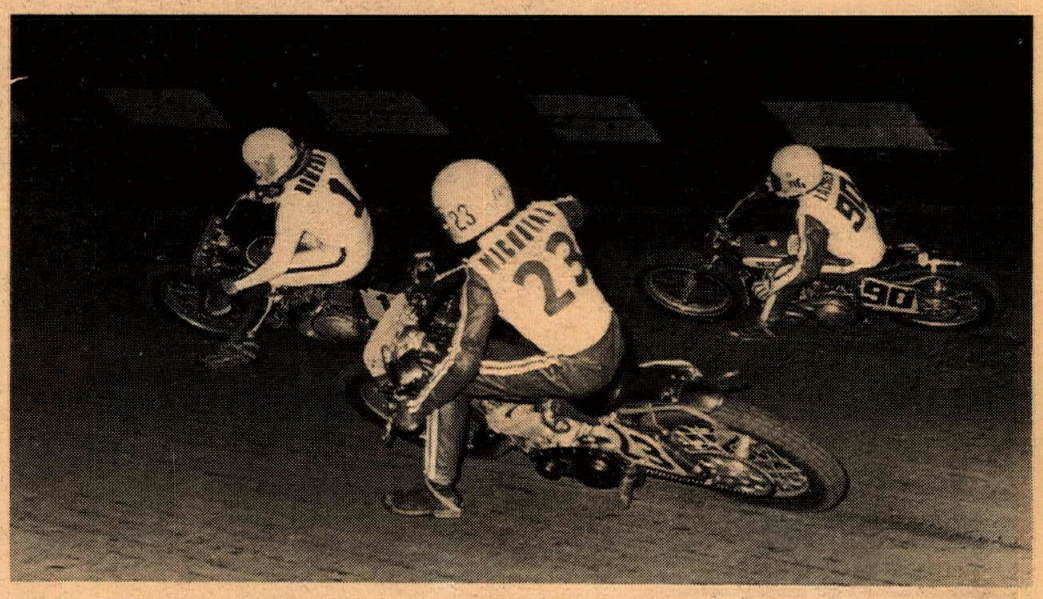
A Trippe, Cox Associates Production.

AMERICAN MOTORCYCLE ASSOCIATION

FRIDAY NIGHT
$6,000 Half-Mile

The show that had the biggest crowd ever seen, at Ascot last year. This time the purse is up to $6,000, which includes an all out $500 Trophy Dash for the four fastest qualifiers. This is a race not to be missed with Steve Droste jumping cars and a Yamaha Mini-Enduro to be won from the lucky program. All the National stars will be there. You be there too!

GENERAL ADMISSION **$3.50**
Junior 12-18: $2.50. Child 8-12: $1.00. under 8: Free.



SATURDAY NIGHT 50 Lap $10,000 TT National

The gruelling 50 Lap TT National with $10,000 in purse money and valuable points for the top contenders for the National Championship. Dick Mann and Gene Romero will be battling it out with only a few points between them, along with nearly 100 other Expert riders from all over the country. Again, Steve Droste will jump and a Yamaha Mini-Enduro will be given away. Don't miss this rare chance to see the stars and all for the low price of $5.50! For the first time this year, the big fast track will be in use for this is the only track to hold the new 750cc machines and able to start 24 Experts in the Main Event!

GENERAL ADMISSION **$5.50**
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BOTH NIGHTS Steve Droste

For the first time on the West Coast, the spectacular teenage flyer from Iowa, Steve Droste. With a terrific pre-jump show, 18-year-old Droste will attempt seven cars. Leaping from a 30-inch wide ramp, Droste lands without the aid of a landing ramp! The "kid" brought the house down at New York's Roosevelt Raceway. He intends to do more at Ascot Park. Don't miss him!

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Ticketron agencies and the Ascot Box Office, South Vermont Ave. Gardena, California (213) 321-1610.

SHORT TRACK
Chris Beck Arena
Santa Rosa, California
June 26, 1971
By James Brammer

100 NOVICE FINAL
Red Kennedy Suz
Daniel Shirts Suz
Chuck Morrison Hod
125cc NOVICE FINAL
John Tayler Mon
Ron Baxman Bul
Jerry Stonebraker Yam
175 NOVICE FINAL
Mike Kalamaras Bul
Harry Young, Jr. Yam
Mark Lamke Hon
200 NOVICE FINAL
Tim Whelan Bul
Bob Dusell Bul
Mike Lane Bul
250 NOVICE FINAL
Greg Ferguson Tri
Jim Moyles Bul
Jeffrey Sierck Tri
100 JUNIOR FINAL
Billy Wilson Kaw
Leo Perry
Werner Mecsenburg Yam
175 JUNIOR FINAL
Corky Swadley Oss
Jerry Simpson Oss
Ron Kesler Yam
250 JUNIOR FINAL
Richard Dashiell Bul
Don Roemer Bul
Paul Warne Bul
250 EXPERT FINAL
Mike O'Brien Bul
Fenn Pervier Bul
Breen Hofman Bul
WHEELIE CONTEST
Richard Dashiell Bul
Dennis Muelrath Bul

CMC MOTOCROSS
Ascot Park
Gardena, Calif.
July 15, 1971
by Eric Raits

100 JR.
J. Webber Suz
R. Wiley Hon
S. Doornbus Hon
125 JR.
S. Skelton Suz
D. Jensen Bul
R. Tabarango Bul
250 JR.
M. Skollil Mai
R. Clark CZ
J. Clancy AJS
500 JR.
M. Todd R-M
M. Higashi Hus
B. Bucklin Mai
125 INT.
J. Scotland Yam
A. Blain Kaw
J. Vandergeest Puc
125 EX
J. Wright Ric
G. Cunningham Yam
B. Baron Ric
250 INT.
E. Raits Mai
J. Buhl Hus
R. Steffler Ric
250 EX
T. Hart Mai
D. Hockie Oss
D. Pessey Oss
500 INT.
T. Simpson Ric
C. Bean Mai
D. McKee Mai
500 EX
T. Hart Mai
B. Payne Mai
M. Cram Mai

INTER-AMA MOTOCROSS
Orlando Sports Stadium
Orlando, Florida
July 18, 1971
By Don Woods

OPEN NATIONAL
Gary Bailey Bul
Barry Higgins CZ
Gordon Bowden Spr
James O'Neil Ric
Lars Larsson Hus
Jerry Hastings CZ
Steve Fisher Hus
Jim Shotton CZ
Tom Laurion Hus
John Logsdon Hus
250 INTERNATIONAL
Valastimil Valek CZ
Jan-Erik Sallqvist Hus
Gunnar Lindstrom Hus
Jim Weinert Mai
Keith Fransn Hus
Dave Bickers CZ
Chris Horsfield CZ
Christer Lindblom Hus
Jos. Dewit Hus
Gary Jones Yam

SCRAMBLES
Lucky Spokes M.C.
Brush Prarie, Wash.
June 20, 1971
By N.A. Williams

LITTLE WHEEL MINI MOTO CROSS
Mike Thompson Mav
Ken Celorie Kav
Jeff Celorie Kav
BIG WHEEL MINI
A MAIN
Don Gore Yam
Mike Thompson Yam
Alan Walker Yam
B MAIN
Brian Lieser Yam
Jim Hall Yam
UNLIMITED MINI
A MAIN
Mike Thompson Yam
Don Gore Yam
Alan Walker Yam
B MAIN
Brian Lieser Yam
Mike Obbink Yam
100 BEGINNERS TD
Jeff Celorie Kaw
A MAIN
Jeff Celorie Kaw
Jim Anderson Hon
Mike Jedsen Yam
B MAIN
Ham Howard Kaw
Tim Thomas Hon
100 TROPHY DASH
Rupert Dykstra Kaw
A MAIN
Rupert Dykstra Kaw
Steve McCabe Kaw
Kevin Holland Kaw
B MAIN
Brad Tibbetts Kaw
Rick Watters Kaw
C MAIN
Mike Leonard M-B
CONSOL. MAIN
Tom Bradford Hod
200 TROPHY DASH
Brad Tibbetts Bul
A MAIN
Brad Tibbetts Bul
Chuck Brown Yam
Jim Curtis Bul
B MAIN
Don Dodge Kaw
Ron Moser Bul
C MAIN
Dominic Sherman Yam
CONSOL. MAIN
Bob House Yam
250 TROPHY DASH
Jim Walden Bul
A MAIN
Jim Walden Yam
Larry Fotheringill Yam
Bill Lewis Kaw
B MAIN
Bob Block Yam
Len Shanahan Kaw
C MAIN
Neal Hulet Hon
CONSOL. MAIN
Rich Densmore Kaw
500 TROPHY DASH
Jim Walden Yam
A MAIN
Don Doge Kaw
Rocky Sharp Suz
Doc Harmon Kaw
B MAIN
Howard Bushman BSA
Ray Fisher Hus
OPEN CLASS TD
Ed Richardson Tri
A MAIN
Neal Hulet Tri
Jerry Calahan BSA
Ed Richardson Tri
B MAIN
Jim Ding Tri
Ed Tanner Tri

EUROPEAN SCRAMBLES
Ramblers & Invaders MC
Hi Vista, Calif.
July 18, 1971
By Dick Wright

OPEN AM EX RAMBLERS
J.N. Roberts Hus
Rich Thorwaldson Suz
Howard Utsey Hus
Rex Teneyik Hus
OPEN AM EX INVADERS
Rich Thorwaldson Suz
J.N. Roberts Hus
Mike Patrick Yam
Art Knapp Hus
Jack Kneble Hus
Rex Teneyek Hus
250-125 AM EX INVADERS
Larry Pfutzenreuter Bul
Chas Saltzman Hus
Jeff Wright Ric
Duffy Hambleton Hus
Eric Jensen Sac
250-125 AM EX RAMBLERS
Larry Pfutzenreuter Bul
Duffy Hambleton Hus
Jeff Wright Ric
Chas Vandevoorde Hus
Dave Lewis Kaw
Jon Hornback Ric
100AM EX INVADERS
Terry Clark H-D
Mitch Mayes H-D
Cordis Brooks Hod
100 AM EX RAMBLERS
Terry Clark H-D
Mitch Mayes H-D
Cordis Brooks Hod
Rich Marks H-D
Kelly Hayes H-D

CMC MOTOCROSS
Saddleback Park
Irvine, Ca.
July 18, 1971
by Eric Raits

500 EXPERT
Mike Cram Mai
B. Payne Mai
C. Minert BSA
500 INT.
M. Abbatoye Hus
V. Schmidt CZ
M. Stephenson CZ
500 JR.
R. Rodriguez CZ
T. Sisco Mai
R. Mayne Suz
250 EXPERT
B. Urban Mai
J. Derhammer CZ
R. Lopez Mai
250 INT.
R. Eierstedt Bul
R. Davis Bul
L. Schulz Ric
250 JR. DIV. I
G. Faxon CZ
D. Curtis Mai
D. Launius Bul
250 JR. DIV. II
J. Harriott CZ
L. Vejar CZ
E. Duncan CZ
250 JR. DIV. III
T. Cale Ric
W. Young CZ
S. Bebec CZ
125 EXPERT
J. Beauchamp Sac
M. Garrett Pen
R. Brown Car
125 INT.
B. Porter Bul
P. Welsh Yam
J. Vandergeest Puc
125 JR. DIV. I
C. Bower Pen
D. Menzimer Bul
K. Bushmiaer CZ
125 JR. DIV. II
D. Donato Sac
J. Harriott CZ
T. Tadla Bul
125 JR. DIV. III
L. Rivas Sac
M. Roth Pen
S. Lopez Bul
100 JR.
D. Buzza Bul
J. Weber Suz
J. Gronek Hod

MOTOCROSS
Indian Dunes
Valencia, Ca.
July 17, 1971
100 JR.
John Wozniak Hod
Steve Davison Ric
125 DIV. A
Dennis Talbert CZ
Don Hinckley Bul
125 JR. DIV. B
Dan Bilka Yam
Jim Byrd Pen
250 JR.
Randy Schmitz Yam
Steven Bowie Oss
100 JR.
Joyce Soyka Ric
Barry Nackos DKW
125 JR.
Billy Gray Bul
John Retich Yam
250 JR. DIV. B
Mario Carney Yam
Thomas C. Boyd CZ
250 JR
Tom Claire CZ
F. Giardina Bul
OPEN JR.
Kenneth Baer Mai
Ray Caselli Hus
OPEN JR.
Rod Cowell Suz
Mike Marsh Hus

HALF-MILE
Corona Raceway
Corona, Calif.
July 17, 1971

TROPHY DASH
Lloyd Houchins BSA
Ron Moore Tri
Les Costanza BSA
Jim Crenshaw Nor
1:11.10
8-LAP NOV. MAIN
Scott Breisford Yam
Gary Caldwell Bul
John Sperry Suz
Tom Horton Yam
Pete Marchand Bul
3:09.43
15-LAP JR /EX MAIN
Mike Mumford Tri
Jody Nicholas Nor
Ron Moore Tri
Les Costanza BSA
Paul Conseprie Nor
Dave Smith Tri
Gary Fisher Tri
Lloyd Houchins BSA
Don Dudek Tri
Jim Crenshaw Nor
5:48.69

SPEEDWAY
Bakersfield, Ca.
July 14, 1971
by Sportphoto

HANDICAP MAIN
Rick Woods Jaw
Sonny Nutter Jaw
Larry Shaw Jaw
Dave Gifford Jaw
S. McKnight Jap
Ed Williams Jaw
SCRATCH MAIN
Rick Woods Jaw
Sonny Nutter Jaw
Steve Bast Jaw
Don Cullum Jaw
FEATURE MATCH RACE
Dave Gifford Jaw
Rick Woods Jaw
HANDI. CONSOL.
Stu Morley Jap
Larry Moon Jaw
Mike Curoso Jap
Jim Nicholson Jaw
Don Cullum Jaw
Mike Konle Jaw
SCRATCH CONSOL.
Dave Gifford Jaw
Larry Shaw Jaw
Les Chankey Jaw
Jim Gresham Jaw
2nd DIV. MAIN
Jay Carter Jaw
Cecil Oswald Jaw
Scott Sivadge Jaw
Dude Criswell Jap
J. Fitzpatrick Jaw
Mark Cherry Jap

NATIONAL CHAMPIONSHIP
SCMBKA 3rd Annual
Saddleback Park
Irvine, Calif.
July 11, 1971
By Dick Lamb

FAST TIME TROPHY
Dave Carlson Bon
YAMAHA PERPETUAL TROPHY
MINI CYCLE A
Greg Byers Hon
TROPHY DASH WINNERS
1-3 HP
Wayne Rainey Hon
4-6 HP
Steve Lyons Hon
7-OVER HP
Dave Carlson Bon
MINI CYCLE
Greg Byers Hon
1-3 HP 6-8 YEARS
Keith Eachus Hon
Todd Saunders Hon
Scott Talkington Hon
Frank Shader Hon
Bobby Balga Arc
1-3 HP 9-11 YEARS
Kelly Sapp Bon
Wayne Rainey Hon
Don Miller Haw
Jeff Ward Hon
Ronald Morrison N-L
1-3 Hp 12-14 YEARS
Greg Byers Hon
Mark Granberg Ind
Gene Woods Ste
John Cook Hon
Howard Kline Jr. Hon
1-3 HP 15 & OVER
Chuck Markley Hon
Hurley Roberts Hon
Mike Byers Hon
John Cournette Hon
4-6 HP 6-8 YEARS
Joey Hamilton Hon
David Lamb Haw
Shawn Moran Sha
Bobby Bolga Arc
Scott Talkington Hon
4-6 HP 9-11 YEARS
Steve Lyons Hon
Leonard Gilliland N.L.
Jim Moore Kaw
Wayne Rainey Hon
L. Allen Daniels Kaw
4-6 HP 12-14 YEARS
Greg Lersch Haw
Greg Byers Hon
Stu Egli Haw
Mike Perry Hon
Larry Eye Hon
4-6-HP 15 & OVER
Warren Barr Pow
Jerry Daniels Spe
Bill Schuster Rup
Derek Kafanic Hon
Hurley Roberts Haw
9 & OVER HP 9-11 YEARS
Jeff Ward Bon
Todd Clark Pow
Bruce Ziegler Sha
Kelly Sapp Bon
Wayne Talkington Hon
7 & OVER 12-14 YEARS
Dave Carlson Bon
Rick Henricksen Bon
Zach Barrett Bon
Stu Egli Car
Howard Kline Jr. Hon
7 & OVER -15 & OVER
Dave Miller Bon
Mike Byers Hon
Warren Barr Pow
Jerry Daniels Spe
Hurley Roberts Hon
MINI CYCLE "A" 6-11 YEARS
Willy Simons Yam
Randy McIntyre Yam
Mark Shader Yam
Steve Lyons Hon
L. Allen Daniels Yam
MINI CYCLE "A" 12 & OVER
Greg Byers Hon
Dave Carlson Yam
Mike Perry Yam
Bobby Tocco Hon
Bill SnodgrassJr. Ind
MINI CYCLE "B" OPEN AGE
Dave Miller Bon
Stu Egli Ste
Bill Snodgrass Ind
Rick Henricksen Ste
Jeff Ward Yam
POWDER PUFF -OPEN
Renee Payen Hon
Gayle Byers Hon
Larenda Grove Bon
Terri Kline Hon
Sandra Ziegler Pow

PERRIS TT
Perris, Calif.
July 17, 1971
by Ed Drechster

50cc NOV/AM/EX
Ed Lawson Suz
Gary Edge Suz
Joe Monohan Suz
100cc NOV
Rick Whisner Kaw
Craig Johnson Kaw
Bill Dobbs Kaw
100 AM/EX
Bob Sanders Kaw
Rob Morrison Kaw
Mike Laney Hod
125cc NOV
Brian Willis Yam
Jim Watson Bul
Art Castell Yam
125 AM/EX
Scott Smith Yam
Bobby Hill Yam
Bob Hosford Yam
175/200
Danny Hockie Oss
Neil Winston Bul
Mike Horton Bul
250cc NOV
Nate Ezell Mon
Brad Dogan Bul
Craig Johnson Bul
250 AM
Tom Heard Oss
Toby Stanford Bul
H. Cheetwood Bul
250 EX
Tom White Bul
Danny Hockie Oss
J. Williams Bul
350cc
Boyd Mason H-D
R. Marquis Kaw
Ken Miller H-D
500 NOV
Eddy Hudson Bul
J. McCafferty Suz
John Bean Yam
650 NOV - 500 AM
Ed Steffan Mai
Walt Foster Yam
W. Rutledge BSA
650 AM - 500 EX
Jeff Sexton Mai
B. Greenstreet Tri
Neil Winston Tri
650 EX
S. Armstrong Tri
Jeff Sexton Mai
John Sprague Ric

SCRAMBLES
Hi Hats M.C. Club
Martinez Marina
Martinez, California
July 3, 1971
By James Brammer

100 NOVICE
Red Kennedy Suz
Mike Kane Hod
125 NOVICE
Rick Huggard Suz
Bob Stuscavage Pen
Ed Cave Hod
175 NOVICE
George Kalamaras Bul
Mickey Lane Bul
Mike Vestal Bul
200 JUNIOR
Phil Anderson Mon
Glenn Turman Bul
Steve Powell
250 NOVICE
John Davis Yam
Bil Littlejohn Bul
Bob Marazzani Bul
250 JUNIOR
Mark Lane Bul
Tom Fleming H-D
Pat Lane Yam
500 NOVICE
Kent Johnson AJS
Oscar Booth BSA
Gary Swingle CZ
500 JUNIOR
Darrell Courtright AJS
Jim Hartbauer Kaw
Ron Kesler Suz
650 EXPERT
John Gennai Tri
Rod Norgaard BSA
UNDER 13 YEARS
Robert Hunter
Scott Folger
WHEELER CONTEST
John Gennai Bul

TROJAN SPEEDWAY
South Gate, Ca.
July 15, 1971
by Art Loya

100 T T
Rob Morrison Kaw
Tom Doty Hon
Bob Byars Yam
100 F. T.
Bob Sanders Kaw
Rob Morrison Kaw
Mark Revels Kaw
125 T T
Bob Sanders Kaw
Steve Young Yam
Mark Revels Kaw
125 F. T.
Rob Morrison Kaw
Bob Sanders Kaw
Mark Revels Kaw
250 T T
Chris Smith Mon
Bob Byars Oss
Rick Isbell Oss
250 F. T.
Dale Hopkins Bul
D. Arrambide Oss
Tim Tipton Yam
TROPHY DASHES
250 T T
Bob Byars Oss
Chris Smith Mon
250 F. T.
Dale Hopkins Bul
D. Arrambide Oss

TT SCRAMBLES
Perris, Calif.
July 10, 1971
by Elaine Jones

MINI-BIKE I
Jim Beck SST
Mike Anderson SST
Jerry Meiner Mav
MINI-BIKE II
Ricky Clubb Hon
David Jones Hon
John Ball B&S
MINI-CYCLE I
Ricky Hart Yam
Eric Jones Yam
D. McGregor Yam
MINI-CYCLE II
Ron Groover Yam
Wayne Long Yam
Jerry Meiner Yam
100cc NOV. I
Larry Lambert Kaw
John Cockburn Kaw
Mike Byars Kaw
100cc NOV. II
Marc Jones Kaw
Bob Thompson Kaw
Brad Lynch Kaw
100cc A/E
Rob Morrison Kaw
Doug Mason Bul
Vic Hensley Yam
125cc NOV. I
Shawn Huffman Yam
Jim Johnson Yam
Rick Pew Kaw
125cc NOV. II
Tad Willis Kaw
Mike Moon Yam
B. J. Hayden Yam
175-200cc NOV.
Mike Horton Bul
G. Bettencourt Bul
Jamey Blunt Oss
250cc NOV. I
Brad Dugan Bul
Steve Waller Bul
Dennis Junker Kaw
250cc NOV. II
Taylor Sisco Mai
Rich Lizardo Bul
Tom Avion Oss
250cc A/E
Doug Mason Bul
T. Stanford Bul
Bill Lail Yam
NOV. MOTO I
Leroy Clubb CZ
H. Weidman Tri
Thomas Howe H-D
NOV. MOTO II
F. Novotny Mai
Gary Cowden CZ
Wess McGee Tri
A/E MOTO
Jeff Sexton Mai
G. Gillespie Tri
J. McCafferty Suz

SCRAMBLES
Lucky Spokes M.C.
Brush Prairie, Wn.
July 4, 1971
by N. A. Williams

MINI BIKES
LITTLE WHEEL MOTO
Mike Thompson Mav
BIG WHEEL
A MAIN
Alan Walker Yam
Mike Thompson Yam
Gary Burnett Yam
B MAIN
Paul Leonard Yam
Jimmie Gore Yam
UNLIMITED MOTO
Donnie Gore Yam
Mike Thompson Yam
100 BEGINNER MOTO
Tim Anderson Hon
Brad Walth Yam
100 TROPHY DASH
Rupert Dykstra Kaw
A MAIN
Rupert Dykstra Kaw
Steve McCabe Kaw
Steve David Kaw
B MAIN
Brad Smith Yam
Tom Wika Kaw
C MAIN
Louie Visser Kaw
200 TROPHY DASH
Jim Curtis Bul
A MAIN
Brian Mosley Yam
Jim Curtis Bul
Charlie Brown Yam
B MAIN
Mark Noren Yam
Don Faber Bul
C MAIN
Rocky Sharp Suz
D MAIN
Dave Wilson Kaw
250 TROPHY DASH
Jim Walden Yam
A MAIN
Jim Walden Yam
Dave Ditter Yam
Steve McCabe Bul
B MAIN
Larry Marchant Yam
Henry Schram Yam
C MAIN
Rocky Sharp Kaw
500 TROPHY DASH
Don Dodge Kaw
A MAIN
Don Dodge Kaw
Jim Walden Yam
Mike Lynch Kaw
B MAIN
Gary Webster Bul
Ray Fisher Hus

MOTOCROSS
Indian Dunes
Valencia, Calif.
July 18, 1971
By John Grout

OLDTIMERS
0-200
Joe Rose CZ
Dana C. Wilson CZ
R. Carpenter BSA
250+
Tom Hoyle Hod
Robert Coffman DKW
Ed Scott Ric
100 JR. DIV. A
Joe Flores, Jr Hod
Larry Hentschel Ric
Greg Blackwell Pen
100 JR. DIV. B
Larry Krile Ric
Robert Brown Hon
Rusty Carter Yam
125 SENIOR
Scott Hoffee Bul
John Rice Puc
Larry Watkins DKW
125 JR. DIV. A
Jim Hale Bul
Don Nelson Puc
Jon Hagar Bul
125 JR. DIV. B
J. Fenton, Jr. Pen
Tony Mason Bul
Rick Salmon Yam
250 SENIOR
Scott Hoffee Bul
Ron DeSoto CZ
Jim Wilson CZ
250cc JR. DIV. A
Kenny Cook Mon
Phil Taylor Mai
Fred Phillips Hus
250 JR. DIV. B
Tom Claire CZ
Joel Kyne CZ
Clyde Carlson Hus
OPEN JUNIOR
Mike Todd Ric
Tom Simpson Ric
Chris Alberts Hus
OPEN SENIOR
John DeSoto Suz
B. Clements Hus
Robert Hershey CZ

CASTLE ROCK NATIONAL
Sonny Burris Tri
John Hateley Tri
Mark Williams Tri
Jimmy Odom Yam
Dick Mann BSA
Eddie Mulder Tri
Terry Dorsch Tri
Gene Romero Tri
Emil Ahola Tri
Pat Marinacci Tri
Dave Hansen Tri
Don Castro Tri
Jim Rice BSA
Dave Aldana BSA
Mert Lawill H-D
Chuck Joyner Tri
10 LAP JUNIOR FINAL
Randy Scott Tri
Don Lipp Yam
Gary Scott Kaw
Tom Waterson Yam Yam
Al Perella Nor
Mike Manulla Tri
Don McShane Tri
Neal Hulet Tri
Greg Hodges Tri
Loyal Penn Tri

PRO TT
Castle Rock, Wn.
July 3, 1971
By N. A. Williams

EXPERT TROPHY DASH
Sonny Burres Tri
EXPERT MAIN
Sonny Burres Tri
Ed Herrmann Tri
Bill Elder Tri
Charles ThielkeTri
S. Tomasie Tri
JR TROPHY DASH
Randy Scott Tri
JUNIOR MAIN
Randy Scott Tri
Tony Perella Nor
Gary Kapus Yam
Don Lipp Yam
Mike Hannula Tri
NOV. TROPHY DASH
Fred Gustafson Yam
NOVICE MAIN
Jim Einarsson H-D
Eric Warner Bul
F. Gustafson Yam
Dave Ditter Yam
Jerry Whitlow Bul

PRO TT
Oregon Sidewinders
Clackamas, Ore.
July 2, 1971
By N. A. Williams

EXPERT TROPHY DASH
Jimmy Jones Tri
EXPERT MAIN
Chuck Joyner Tri
Glen Adams Nor
Bill Manley Tri
Dick Donaca Tri
Thad Lawrence Tri
JR. TROPHY DASH
Gary Kapus Yam
JUNIOR MAIN
Randy Scott Tri
Gary Kapus Yam
Mike Hannula Tri
Tony Perella Nor
Neal Hulet Tri
NOVICE TROPHY DASH
Eric Warner Bul
NOVICE MAIN
Eric Warner Bul
Fred Siegel Yam
Forest Hiner Bul
Ron Olson Kaw
Mike Thompson Yam

SPEEDWAY
Orange County Fairgrounds
Costa Mesa, Calif.
July 17, 1971
By Mike Capalite
FAIR DERBY MAIN EVENT
Rick Woods Jaw
Sonny Nutter Jaw
HANDICAP CONSOLATION
Ruben Benites Jaw
Larry Shaw Jaw
Larry Moon Jaw
SCRATCH CONSOLATION
Larry Shaw Jaw
Mike Konle Jaw
Sonny Nutter Jaw
DIVISION II MAIN EVENT
Dick Brewer Jaw
Billy Gray Jaw
Mickey Quade Jaw
HANDICAP MAIN EVENT
Rick Woods Jaw
Don Cullum Jaw
Mike Bast Jaw
SCRATCH MAIN EVENT
Steve Bast Jaw
Mike Bast Jaw
Scott Autrey Jap

SPEEDWAY
Orange County Fairgrounds
Costa Mesa, Calif.
July 16, 1971
By Mike Capalite

1st FAIR DERBY HEAT
Larry Shaw Jaw
Greg Haserot Jaw
2nd FAIR DERBY HEAT
Sonny Nutter Jaw
Scott Autrey Jap
3rd FAIR DERBY HEAT
Rick Woods Jaw
Mike Bast Jaw
4th FAIR DERBY HEAT
Steve Bast Jaw
Mike Konle Jaw
DIVISION II MAIN EVENT
Bob Hardison Jaw
Joe Fitzpatrick Jaw
Erwin Moon Vel
SCRATCH CONSOLATION
Jim Gresham Jaw
Mike Bast Jaw
Dennis Gildehaus Jaw
HANDICAP CONSOLATION
Larry Shaw Jaw
Gary Fishburn Jaw
Mike Konle Jaw
SCRATCH MAIN EVENT
Rick Woods Jaw
Steve Bast K
Larry Shaw Jaw
HANDICAP MAIN EVENT
Larry Moon Jap
Rick Woods Jaw
Steve Bast Jaw

MOTOCROSS
Ute Stampede
Nephi, Utah
July 10, 1971
100 NOVICE
Tom Watson Hon
Toni Olsen Kaw
Allen Johnsen Hod
125 NOVICE
Steve Thompson Dal
Dennis Hills Bul
Pieter Fokkema DKW
200 NOVICE
Bill Heller Hus
Randy Sundin Hus
Charles Reid Suz
OPEN NOVICE
Joe Wilde Suz
Terry Jacobson Yam
Richard Williams Yam
100 EXPERT
Lamar Walker Hod
Gene Christensen Yam
Jerry Davis Yam
125EXPERT
Peter Crandall Suz
Tal Merkley Hon
Wayne Spencer Yam
200 EXPERT
Kevin Croft Suz
Dave Parker Suz
E. Randy Harding Kaw
250 EXPERT
Steve Burgess Yam
Dave Blaylock Bul
Brad Wilson Suz
OPEN EXPERT
Tony Jacobs Hus
David Spencer Hon

PRO TT
Oregon Sidewinders
Clackamas, Ore.
July 9, 1971
By N.A. Williams

EXPERT MAIN
Ed Herrmann Tri
Glen Adams Nor
Sonny Burres Tri
Chuck Joyner Tri
Jim Herschback Tri
Bill Elder Tri
Bill Manley Tri
Joe Herndon Tri

HALF-MILE
Ascot Park
Gardena, Calif.
July 16, 1971
15-LAP "A" FINAL
Jody Nicholas Nor
Ron Moore Tri
Lloyd Houchins BSA
Mel Lacher Nor
Chuck Hart Yam
Sammy Tanner Nor
Dave Smith Tri
Paul Conserrie Nor
Al Baker Tri
Mike Lane Tri
8-LAP NOVICE FINAL
Steve Nichols Yam
Scott Breisford Yam
Tom Horton Yam
Gary Caldwell Bul
Denny Carlson Bul

ACA TT & Short Track
El Toro Speedway
El Toro, Calif.
July 14, 1971
by Rich Hoffman

115cc JR TT
Dennis Briggs Kaw
Robt. Crecelius Kaw
Davey Carlson Yam
125cc SR TT
Scott Smith Yam
Chuck Claydon Kaw
Steve Hyder Yam
250cc JR TT
David Boydston Mai
Jim Hendry Oss
Marty Davis Bul
250cc SR TT
Scott Smith Yam
Morris Malone AJS
Mike Myers Yam
500cc JR TT
Steve Flowers Suz
John Calicchio Yam
Bruce Fickling
500cc SR TT
Morris Malone AJS
Bob Frauenberger Bul
Steve Thomas BSA
125cc JR ST
Robt. Crecelius Kaw
Roger Dobbins Yam
Gary Johnson Kaw
125cc SR ST
Bob Sanders Yam
Hank Scott Yam
Scott Smith Yam
250cc JR ST
Marty Davis Bul
Tony Dell Oss
Don Frauenberger Bul
250cc SR ST
Scott Smith Yam
Mike Myers Yam
Steve Hyder Bul
500cc JR ST
John Calicchio Yam
Elmo North Yam
Don Frauenberger Bul
500cc SR ST
Lanny North Yam
Bob Frauenberger Bul

TROPHY Pick Up

Eash listing $1.00 per week.
Send to Cycle News, Box 498,
Long Beach, Calif. 90801.

THURSDAY, JULY 29, 1971
HRA MIGUEL MX SERIES drawing & trophies, Thursday, July 29, 1971, 8 p.m., at Keystone S & L Building, corner of Beach & Westminster Blvd. in Westminster. (714) 246-6109 for info. All riders welcome.

ANTELOPE RAMBLERS M.C. — Trophies are now available from our H&H by calling (213) 894-8676 BUT we are having a super trophy presentation Aug. 13. Watch Cycle News for place and time.

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HALF-MILE
Ascot Park
Gardena, California
July 9, 1971

TROPHY DASH
Mel Lacher Nor
Shorty Seaborne Nor
Chuck Hart Nor
Sammy Tanner Tri
NOVICE MAIN
Scott Brelsford Yam
Gary Caldwell Bul
Steve Mudd Suz
Ed Mitchell Yam
COMBINED JR/EX MAIN
Mel Lacher Nor
Gary Scott Tri
Shorty Seaborne Nor
Chuck Hart Nor

SHORT TRACK
Benton-Lane Park
Junction City, Ore.
July 10, 1971
By Janis Randall

100cc A MAIN
Bill Ehrens Kaw
Rick Oliver Suz
Tom Whitsell Kaw
100cc B MAIN
Diane Cox Suz
Mike Crocker Kaw
Delbert Spinney Bul
100cc C MAIN
Fred Whitsell Kaw
Marlin Selaver Kaw
100cc D MAIN
Don Whitsell Suz
125cc A MAIN
Keith Keinle Yam
Tony Nova Bul
Mike Laux Bul
125cc B MAIN
Tony Nova (F) Bul
Len Kesey CZ
Hal Gibbs Bul
125cc C MAIN
Len Kesey (F) CZ
Bill Corssley Pen
200cc A MAIN
TOny Nova Bul
Bill Oliver Bul
John Sullivan Bul
200cc B MAIN
Tom Harmon Bul
Lynn Stagner Yam
Steve Klopp Bul
250cc A MAIN
John Schoonover Yam
Bill Oliver Suz
Tom Montgomery DMR
250cc B MAIN
John Schoonover(F) Yam
Neil Miller Bul
Mike Bailey Oss
250cc C Main
Craig Randall Hon
Bruce Brown Bul
OPEN A MAIN
Jimmy Tallman Tri
Keith Nerseth Mai
Steve Schoonover Tri
OPEN B MAIN
Chuck Meeter Bul
Jack Davenport BSA
Dean Knutson Mai
MINI BIKE A MAIN
Scott Nelson Yam
Timmey Finnley Hon
Chet Campbell Hon
MINI BIKE B MAIN
Rich Davenport Yam
Steve Copley Yam
Steve Johnson Yam
WHEEL WALK
Chuck Meeter $66 Bul

SCRAMBLES
Vallejo, Calif.
June 27, 1971
By Bill Spencer

100 NOVICE
Gary Carr Kaw
Tome Coleman Hod
Brien Remal Hod
125 NOV.
Rick Hubbard Suz
John Taylor Bul
Rich Alquist Yam
125 JR.
Jim Coates Yam
Kim Jorgensen Suz
175 Nov.
Mark Dunaway Yam
Billy Rider Hon
Jerry Davis Bul
200 NOV.
Tim Whelan Bul
Wes Cooke Bul
Dave Dogson Bul
175-200 JR.
John Hearn Bul
Dana Perri Bul
Phil Caraugo Bul
250 NOV.
Roger Robertson Bul
Ken Johnson Bul
Dave Allen Oss
250 JR.
Ed Stonebreaker Bul
No. 82 —
Mark Lane Bul
250 EX.
Rick Hocking Bul
John Gennai Bul
Mike REnslow Bul
350 NOV.
Kirk King Hon
Dave Butts Bul
Ross Ross Hon
500 NOV.
Bruce Rust Mon
Gene MacFarland Bul
Kent Johnson AJS
350-500 JR.
Tom Kopriva CZ
Harry Klingham Bul
Terry Code Hon
500 Ex.
Jim Foley Yam
Brian O'Hagen Mon
Rick Hocking Bul
650 NOV.
Tom Tyrell TRi
Cliff Servetti Nor
Jim Joy BSA
650 JR/EX.
John Gennai Tri
Al Ludwigsen BSA
Phil Anderson BSA
POWDER PUFF
Cheryl Zestal Yam
Jenny Dorstein Yam

AMA NATIONAL
Road Race
Kent, Wash.
July 11, 1971

100 MILE EXPERT
Dick Mann BSA:
Kel Carruthers Yam
Don Emde BSA
Gene Romero Tri
Walt Fulton Kaw
Mark Brelsford H-D
Jody Nichols Suz
Art Baumann Suz
Dave Smith Yam
Jim Rice BSA
Ralph White Kaw
Jim Odom Yam
Yvon DuHamel Kaw
Ron Pierce Suz
Cliff Carr Kaw
Don Castro BSA
Tom Rockwood Tri
Mark Williams Kaw
Dave Damron Yam
Hurley Wilvert Kaw
50-MILE 250 JR/EX
Kel Carruthers Yam
Cal Rayborn Yam
Dick Hammer Yam
Jerry Greene Yam
Jim Odom Yam

HRA TT
H. B. C. P.
Huntington Beach, Cal.
July 11, 1971

100 NOVICE
Steve Okuda Kaw
Leo Black Kaw
Randy Sheppard Suz
125 NOVICE
Tim Mc Cool Yam
Steve Young Yam
Debbie Reon Yam
250 NOVICE
Stan Sweaney Bul
Orville Van Hee Oss
Jack Vaughn Oss
350 OPEN NOVICE
Brian McMillan Yam
Roy Addington Mon
Jack Danneberg Yam
100 EXPERT
Dennis Briggs Kaw
Mike Laney Hod
Richard Sweaney Kaw
125 EXPERT
Bob Sanders Kaw
Dennis Briggs Kaw
Tim Mc Cool Yam
250 EXPERT
Tom White Bul
Dan Carlton Oss
Tony Dell Oss
350 OPEN EXPERT
David Tudor Tri
Brian McMillan Yam

SCRAMBLES
Graham Speedway
Graham, Wash.
July 2, 1971
By Dick Sjoboen

NOV. T.D.
Steve Baker Yam
JR. T.D.
Don Lipp Yam
EX. T.D.
Emil Ahola Tri
NOV. SEMI 1
Bob Cooper Yam
Gary Hoff Kaw
Garlen Anderson —
NOV. SEMI 2
Claude Hislop —
Alan Zanuzoski Bul
Sam Martin Bul
JR. SEMI
Randy Skiver Tri
Dick Washer Tri
Dick McGrew Hon
EX. SEMI
Richard Rogers Tri
Bob Fievez Nor
Sandy Saunders Tri
NOV. MAIN
Steve Baker Yam
Jim Einarson H-D
Dan Mangano Yam
JR. MAIN
Jerry Waller Tri
Don Lipp Yam
Don Noble Hon
EX. MAIN
Gary Brown Nor
Squire Tomasie Tri
Pat Marinacci Tri

MOTOCROSS
Spillway Park
Santa Maria, Calif.
July 4, 1971
By Ed Smith

POWDER PUFF
Cherry Stockton Bul
Patricia Closson Zun
100cc JR.
Michael Beanway Kaw
Bob Haroth Yam
Jack Riggi Hod
125cc JR.
Bert Solomon Suz
Mark Hovater Suz
Sherman Schneller Yam
125cc SR.
Greg Higgins Bul
Scott Frisby Suz
Ray Marshall Suz
250cc JR.
Mike Anderson AJS
Michael Beanway Bul
Chuck Czerwinski Mai
250cc EX.
John Grossini Hus
John Dallaire Mai
Don Kalin Suz
OPEN JR.
David Nisse AJS
Bill Ledford Suz
David Harrell Yam
OPEN SR.
Russ Darnell* Suz
Gary Cahplin* Mai
Mike David* Suz
Jeff Little AJS
* Tie

PIKES PEAK
Race To The Clouds
Pikes Peak, Colorado
July 11, 1971
By Bill & Annie Brokaw

125cc CLASS
William Vickery Yam
Charles Jensen Yam
Ted Mundy Bul
Al Baker Puc
Allan Bonner Suz
Mark Gauss Bul
Bryon Farnsworth DKW
Jerry Gibbs Bul
Al Davis Hod
Bill O'Connell Pen
Dennis Korth Kaw
Bruce Sass Yam
Stephen Pinello H-D
Pete Caskey —
Steve Lucas Suz
Jack Longnecker Pen
Gary Palmgren Yam
James Greier DKW
250cc CLASS
Bob Conway Ric
Larry Williams Bul
John Toler Yam
Larry Lippert Mai
Stan Adams Bul
Speed Richards Yam
Charles Scrivner Bul
Terry Clouse Hus
Leslie Nichols Bul
Finlay Wallace Kaw
Lee Reichardt Mai
Bill Howard Hus
James Merrell Oss
Mike Spalding Hus
Harry Turner Bul
Anthony Nerone Oss
Bob Baker Kaw
John Riggen Bul
Anthony Cimino Yam
OPEN CLASS
Gary Myers Mai
Scott Harris Tri
Steve Gauss Mai
Sonny Anderson Tri
Arvil Sparks Ric
Herb Guck Suz
Lonnie McBride Mai
Richard Marquis Kaw
Richard Conger Suz
Charles O'Leary Hus
Lonnie Houtchens Yam
Lee Parker BSA
Lee Morris Bul
Bruce Wilson Hus
James Hodges Mai
Armando Del Bosco Gre
James McQuatters BSA
Darold Jones Yam
Don Brymer Yam
Dale Thompson Suz

SPEEDWAY
Cal-Expo
Sacramento, Cal.
July 9, 1971 (P)
By Bruce C. Young

DIV. II CONSOLATION
Jerry Baugh Jaw
Norman Denny Jaw
Carl Spotts Jaw
DIV. II MAIN
Milan Vickers Jaw
Maico Monte Jaw
Larry Mulock Jaw
HANDICAP CONSOL.
Dave Gifford Jaw
Carl Cranke Jaw
Terry Graham Jaw
HANDICAP MAIN
Les Chanky Jaw
Mike Rooney Jaw
Butch Corder Jaw
MATCH RACE
Joe Henry Jaw
Carl Cranke Jaw
SCRATCH CONSOL.
Stu Morley JAP
Terry Graham Jaw
Milt Iverson Jaw
SCRATCH MAIN
Dave Gifford Jaw
Les Chanky Jaw
Butch Corder Jaw

MOTOCROSS
Placerville M.C.
Placerville, Cal.
July 4, 1971
By Bruce Young

100cc NOV.
Charlie Marshall Hon
John Humble —
125cc NOV. DIV. I
Greg Greener Bul
Dave Turner —
Kim Proctor Hon
125 NOV. DIV. II
Bruce Valimud —
Jim Blagg Pen
Jim Kearn Pen
125 NOV. DIV. III
Keith Germain
Selby Bearry
Denis Helms
125 AM/EX.
Jeff Davidson Pen
Rick Clement Pen
Kevin Henry Pen
250 NOV. DIV. I
Bob Cooper —
Mike Freeman Oss
250 NOV. DIV. II
Jerry Vesmond Hus
Fred Spencer CZ
250 AM/EX.
Carl Cranke CZ
Mark LaRue CZ
Lonnie Forman Hus
OPEN NOV. DIV. I
Martin Feaver CZ
Dan Calhoun Hus
OPEN NOV. DIV. II
Allen Gauat Hus
Richard Robiehaud Mai
OPEN AM/EX.
Carl Cranke Hus
Kurt McKinney Hus
Robert Harsbarger Hus

MOTOCROSS
Arizona Desert Raceways
Liberty, Arizona
July 11, 1971
By Mike Murphy

125 NOVICE
Dan Koster Pen
Mack Spurlock Yam
Barry Noblitt Suz
250 NOVICE
Gerald Pratton Suz
George Campbell Jr. Yam
Ron Jackson Yam
OPEN NOVICE
Dennis Chamberlain Hus
Herb Forst Suz
Gene Wood Yam
125 PRO
Chuck Lampe Car
Jerry Bateman Hon
OPEN PRO
Brian Ross AJS
Mark Foster Hus

EUROPEN SCRAMBLES
California City, Calif.
July 4, 1971
By Lou Whitney

175 BEGINNER
Bucky Johnson Yam
Jim Walker Yam
Bill Busby Yam
OPEN BEGINNER
Joe Lewis Yam
Greg Gilmor Suz
Craig Bailey Che
125 BGNR. OVER 15
Jim Cicchi Yam
Steve Cardwell Ric
Mike Smith Hon
100 BGNR. OVER 15
Al Clark Hon
Phil Cowan Hon
Jerry Mulkey Hon
OPEN NOVICE
Mark Granger CZ
Mike Dice Suz
Art Browne Mai
250 NOVICE
Mark Granger CZ
Ron Roberts Oss
Cliff White Ric
175 NOVICE
Nicky Simmons Yam
125 NOVICE
Billy Gracy Bul
Claude Wilson Hon
Dale Knoll Yam
100 NOVICE
Steve Bealer Yam
Rick Durand Hod
Mike Brayton H-D
125 BGNR. UNDER 16
Mike Cappello Ric
Gary Scheidler Yam
Tim Bowman Hod
250 BEGINNER
Greg Strasburg Yam
Bill Decker Yam
Kurt Klopper Yam

SHORT TRACK
Alviso, Calif.
June 25, 1971
By Bill Spencer

100 NOV.
Rick Madieros Kaw
Scott Pearson Suz
125 NOV.
Bob Hammon Suz
Greg Williams Yam
125 JR/EX.
Mike Allen Bul
Jim Dieu DKW
175 NOV.
Joe Drum Yam
Bill Hardesty Bul
200 NOV.
Jim Hidalgo Bul
Bob Marenghi Bul
250 NOV.
Bill Clark Oss
Jerry Wallace Bul
250 JR.
Neil MacGregor Oss
Randy Searl Bul
Ron Hayano Oss
250 EX.
Steve Hernandez Bul
Nick Nazzisi Bul
Steve Foster Bul

MOTOCROSS
Goose Hollow, Ore.
July 5, 1971
By Jerry Shipman

JR. 125
Monte Bothum Suz
Jay Westmiller DKW
Gary Irwin Car
INTERMEDIATE 125
Larry Noble Hod
Wally Klemp Yam
Chuck Andrews Hon
EXPERT 125
Bill Ehrens Kaw
Rick Burgett Yam
Ken Buirley Pen
JUNIOR 250
Rob Ohge Mon
Richard Cox CZ
Glen Sowards Mon
250 INTERMEDIATE
Tom Savage Yam
Jay Terry Mai
Don Wiltse Mai
250 EXPERT
Bob Leach Hus
Rick Burgett CZ
Dan Zlock Oss
500 JR.
Butch Knitter AJS
Glenn Weinez Yam
Herb Schafer Yam
500 INTERMEDIATE
Craig Roadhouse Hus
Roy Shanafelt Hus
Mike Doherty Hus
500 EXPERT
Bob Leach* Hus
Bill Cook* Mai
Rick Poulin* Oss
* 3way tie

SHORT TRACK
Asbury Park
Albany, Ore.
July 4, 1971
By Janis Randall

MINI BIKE
A MAIN
Timmy Finley Hon
Chet Campell Hon
Bruce Hapley Yam
TROPHY DASH
100cc
Tom Moore Bul
125cc
Bill Oliver Suz
200cc
Ron Denny Bul
250cc
Bill Oliver Suz
OPEN
Don McShane Tri
100cc
A MAIN
Bill Oliver Suz
Tony Nova Bul
Charles McClain Bul
125cc
Bill Oliver Suz
Tony Nova Bul
Charles McClain Bul
200cc
Ron Denny Bul
Tony Nova Yam
Charles McClain Bul
250cc
Bill Oliver Suz
Jack Heater Bul
Don Smith Mai
OPEN
Don McShane Tri
Phil Austin H-D
Jim Gale Tri
B MAIN
100cc
Diane Cox Suz
Tom Whitsell Kaw
Bob Kutz Kaw
125cc
Steve Dunihoo Yam
Wayne Lesch Yam
Bill Crosley —
200cc
Stephen Hust Bul
Steve Klopp Bul
Lyn Stagner Yam
250cc
Neil Miller Bul
Jerome Walen Bul
Craig Randall Hon
OPEN
Charles Stanford Mai
Steve Schoonover Tri
Don Batton CZ
C MAIN
100cc
Fred Whitsell Kaw
David Hall Yam
Tom Whitsell Kaw
125cc
Bob Luglon Yam
Bill Gasow Bul
Rex Bennett Yam
250cc
Bill Gasow Bul
Terry Washburn Bul
Phil Davies Bul
CONSOLATION
100cc
Steve Jenkin Bul
Sue Kutz Hon
James Ellington Hon
125cc
Dave Peters Suz
Mike Barnes Yam
Bob Mohr Yam

SCRAMBLES
Hayward, Calif.
June 26, 1971
By Bill Spencer

100 NOVICE
Rick Lemler Kaw
Ed Arrighi Hod
Gerry Carr Kaw
125 NOVICE
Mark Lemler Bul
Bob Hammon Suz
Rich Alquist Yam
100-125 JR/EX.
George Combs Yam
Kim Jorgensen Suz
175 NOVICE
Monty Tavares Hon
Boyd McLain Oss
Joe Drum Yam
200 NOVICE
MIke Brown Bul
Marc Benigno Bul
200 JR.
Dana Perri Bul
Rich Brown Bul
Ron Kole Bul
250 NOV. "B"
Roland Kutaka Oss
Bruce Rust Kaw
Jeff Pacheco Oss
250 JR.
Rod Clark Bul
Randy Searl Bul
Scott Hewitt Yam
250 EX.
Jim Foley Yam
John Gennai Bul
Mike Renslow Bul
350 NOV.
Chuck Frazier Hon
Glen Hall Hon
Manny Rendon Hon
350 JR.
Terry Code Hon
Mike Walter Hon
500 NOV.
John Giusti Yam
Tom Sanders Bul
Fred Mason Tri
500 JR.
Dick Anderson Tri
Tom Kopriva CZ
Carl Carpenter Tri
500 EX.
Rick Hocking Bul
Brian O'Hagen Mon
Dayne Taylor Hon
650 NOV.
Conrad Saxelby Tri
Cliff Servetti Nor
Adam Sabedra Tri
650 JR.
Raul Sanchez Tri
Rich Beers Tri
650 EX.
John Gennai Tri
Bill Landsborough BSA
Jerry Chadim Tri

SHORT TRACK
Nevada Trailblazers
July 4, 1971

100 NOVICE
John Munson Yam
Monty Martin Suz
Stan Pochop Kaw
125 NOVICE
Gary Cheer Mon
Jay Gardner Yam
Jamie Nicely —
175 NOVICE
Wayne Lawrence Mon
Mike Vatl Hon
200 NOVICE
Greg Ferguson Tri
Bill Lambert Bul
250 NOVICE
Tony Hoover Bul
Mike Hardy Bul
Brian Young Bul
175 JUNIOR
Rich McMurray Yam
Corky Swadley Oss
250 JUNIOR
Dennis Tomberlin Bul
Dave Brant Hon
Tim Bell Yam
250 EXPERT
Windy Foreman Yam

CORRECTION

Steve Haag did not take 3rd in the 125cc Jr. at the Oak Creek MX on June 13. Tom Garrett took 3rd 125cc Jr. Bill Clements was a D.N.F. and this moved Ron Peterson to 5th money.

SCRAMBLES
Salinas Competition M.C.
Salinas, California
June 20, 1971
By Gary C. Deaton

100 NOVICE
John Schaffer Hod
Robert Hohstadt Bri
Chuck Erlenbach Hod
100 JUNIOR
James Ferguson Hod
Fred Guzzi Hod
125 JUNIOR NOVICE
Matt Rohr Yam
Alan Rianda Bul
Randy Evans Suz
125 JUNIOR
Steve Langston Suz
Dave Payton Yam
125 EXPERT
Kyle Lessley Yam
Fred Bennett Yam
200 NOVICE
Billy Roach Oss
Scott Uribe Suz
Boyd McLain Oss
250 NOVICE
Ronnie Hannah Bul
Mick Murray Suz
John Radzack Yam
200=250 JUNIOR
Bill Vanderlaan Mon
Rod Lessey Bul
Jon Shaffer Mon
250 EXPERT
Lee Seidel Bul
Mike Van Lienden Mon
350 NOVICE
Steve Foster Kaw
Russell Sosa Hon
350 JUNIOR EXPERT
Tom Seidel Hon
Randy Scagliotti Hon
500 NOVICE
Steve Williams Mon
James Weiland Suz
500 JUNIOR EXPERT
Ivan Shigemasa Mon
Mike Van Lienden Mon
Danny Jensen Puc
650 NOVICE JR. EX
Dave Bellina Tri
Rich Brown BSA
Sunny McCollough Tri

TT & FLAT TRACK
Trojan Speedway
South Gate, Calif.
Official
July 8, 1971
By Art Loya

100 TT
Bob Sanders Kaw
Mark Revels Kaw
Jerry Courll Hon
Tom Doty Hon
Allen Swett Kaw
125 TT
Mark Revels Kaw
Bob Sanders Kaw
Tom Doty Hon
Don Wright Hon
Allen Swett Kaw
250 TT
Chris Smith Mon
Stan Sweany Bul
John Sperry Bul
Jamey Blunt Mon
Rick Isbell Oss
100 F.T.
Bob Sanders Kaw
Mark Revels Kaw
Jerry Courll Hon
Mike Lund Hon
Tom Doty Hon
125 F.T.
Bob Sanders Yam
Mike Curoso Yam
Ron Williams Yam
Leslie Bomar Yam
250 F.T.
Chris Smith Mon
John Sperry Bul
Jamey Blunt Oss
Jim Tabler Yam
Dale Hopkins Bul
TROPHY DASHES
100 TT
Jerry Courll Hon
250 TT
Chris Smith Mon
250 F.T.
Toby Stanford Bul

SCRAMBLES
Madera Braves M.C.
Madera, Calif.
July 10, 1971
By Rene Franklin

100cc NOV. JR.
David Nelson Hod
Steve Bales Kaw
Dave Russell Hon
125 NOV.
Matt Rohr Yam
Don Shipley Bul
Max Pettee Bul
125 JR/EX.
Jeff Davidson Pen
Mark Osbill Bul
Joe Petz Bul
360 NOV.
Robbie Collins Hon
Jimmie Dunnigan Mon
OPEN NOV.
John Wasson Tri
Rod Frazier Mai
OPEN JR.
Greg Grauleff Yam
Billy Ezernack Tri
John Stites Mai
OPEN EX.
Carroll Jackson Tri
Bob Rogers CZ
175cc NOV.
Boyd McClain Oss
Tommy Cargill Oss
200 NOV. & JR.
Mark Asbill Bul
Jack Copp Bul
250 NOV.
Roy Saterstad Bul
Jerry Wayne Yam
Chris Nicholls Oss
250 JR.
Chuck Goodrich Mai
Joel Krick Bul
Wally Kencher —
250 EXPERT
Ron Tobey Bul
Ken Hale Bul

POINT STANDINGS
Dist. 37 Desert Lightweight
Halfway

Po	No.	Name	Cl	Pts
1.	238x	Larry Pfutzenreuter	E	1904
2.	2x	Wes Anderson Jr.	E	1480
3.	11x	Hoyt Statham	E	1345
4.	203x	Ken Buckspan	E	1345
5.	30x	Dick Breker	E	1248
6.	5x	Gary Griffin	E	1100
7.	13x	George Zuber	E	1040
8.	101x	Robert Dotson	E	1015
9.	18x	Gordon Schmid	E	972
10.	14c	Mike Patrick	E	960
11.	57x	Kelly Sullivan	E	940
12.	7x	Jerry Kindsvogel	E	900
13.	92x	Wayne Cook	E	825
14.	693x	Rick Shirey	E	800
15.	152x	John Coots	E	800
16.	704x	Lloyd Joins	A	800
17.	84x	Steve Ellsworth	E	770
18.	3x	Eric Jensen	E	725
19.	27x	Gary Niederhuth	E	720
20.	8x	Jerome Ruzicka	E	680
21.	1x	Tom Poteet	E	660
22.	48x	Bob McLaughlin	E	660
23.	55x	Dale Brassfield	E	657
24.	60x	Bruce Kude	A	645
25.	215x	Charlie Vandevoorde	A	624
26.	16x	Larry Haley	E	615
27.	23x	Tim Okamoto	E	610
28.	95x	W. L. Tuner	E	610
29.	319x	Brent Wallingsford	A	603
30.	6x	Phil Bowers	E	570
31.	46x	Gene Weller	A	540
32.	50x	Dennis Tooman	E	530
33.	178x	Monte Wade	A	495
34.	320x	Paul Shaw	A	484
35.	77x	Mike Brooks	A	479
36.	51x	Joel Gillingwaters	A	472
37.	148x	Tom Widick	A	460
38.	253x	Cal Sukut	E	449
39.	21x	Bill Friant	E	435
40.	121x	Craig Lukens	A	435
41.	9x	Gary Preston	E	410
42.	99x	Jeff Wright	E	405
43.	116x	Allen Ralls	A	402
44.	79x	Jon Hornback	A	400
45.	167x	Jim Redman	A	399
46.	960mx	Jim Nicholson	E	390
47.	91x	Don Bowers	A	379
48.	229x	Jeff Jeffries	A	372
49.	372x	Tom Dillon	A	371
50.	28x	Ron Sloan	E	360
51.	62x	Gerald Roberts	A	360
52.	311x	Dick Miller	E	360
53.	42x	Carl Casanova	A	355
54.	170x	Bill Carr	A	350
55.	443x	Ed Musselman	E	342
56.	112x	Craig Skrede	A	340
57.	342mx	Darryl Scalla	A	335
58.	999x	Walt Podolece	E	335
59.	32x	Gary Westergaard	E	335
60.	15x	Jon Nicholson	E	335
61.	137x	Steve Bridge	A	331
62.	999cx	Dave Lewis	E	330
63.	43x	Harold King	E	320
64.	149x	Alan Peppel	A	320
65.	780mx	John McManus	A	315
66.	586x	Jim Merriken	E	305
67.	888mx	Larry Bergquist	E	300
68.	85x	Duffy Hambleton	E	300
69.	69x	Bob Hayes	A	292
70.	232x	Darell Brassfield	A	291
71.	38x	Craig Rufi	E	290
72.	17x	Max Wade	E	290
73.	379x	Dick Myer	N	276
74.	65x	John Huegel	A	275
75.	444cx	Allen Lund	E	270
76.	4x	Dick Camp	E	270
77.	254x	Larry Lariviere	A	269
78.	111x	Kenny Markham	A	266
79.	656x	Gary Dellegatte	N	258
80.	40x	Gene Moffett	A	251
81.	153x	Dennis Bergquist	A	250
82.	270x	Norm Gaiger	N	243
83.	243x	Joe Von Moos	A	240
84.	118x	Jeffery Marsh	A	240
85.	72x	Norm Modesett	A	237
86.	617x	Jerry Dobson	E	236
87.	291x	Kenny McKenzi	N	234
88.	239x	Frank Snook	N	225
89.	150x	Ray Waldbaum	A	223
90.	164x	Kevin Hastem	A	220
91.	213x	Phillip Dawson	N	218
92.	66x	Bill Thorwaldson	E	218
93.	674x	Bob Kendall	N	215
94.	53x	Bill Pridemore	A	215
95.	426x	Gary Reichenbach	N	214
96.	36x	Glenn Thomas	E	214
97.	244cx	Dixie Sanders	N	213
98.	129x	Dave Tonkiss	A	213
99.	616x	Eddie Sanches	N	210
100.	90x	David Warnock	E	210

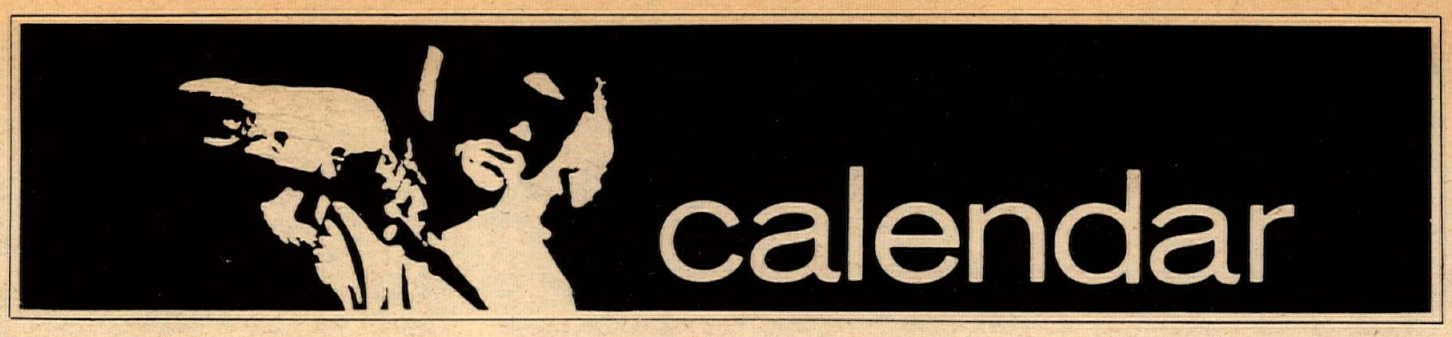
SHORT TRACK
Chris Beck Arena
Santa Rosa, Calif.
July 13, 1971
By Floyd Busby

MAIN EVENT
(15-laps) 3. 04. 74
Pat McCaul Oss
Jim Crenshaw Bul
Michael O'Brien Bul
Eric Werner Bul
Harry Dring Bul
Pat Hannon Bul
John Olalvie Bul
Bob Goodman Bul

SPORTSMAN SHORT TRACK
Folsom Rodei Arena
Folsom, Calif.
July 17, 1971
By S. J. Rooney

125 NOVICE GRP1
Town Texiera Yam
Steve DeVeult Kaw
Pen Parks Yam
Allen King Yam
125 NOVICE GRP11
John Ferrell Hon
George Valerie Mon
Richard Hatler Suz
James Hughes Yam
200
Greg Ferguson Tri
Mike Vall Hon
Troy Bunyard Bul
Sparky Pinola Kaw
250 NOVICE
Mark Hardy Bul
Chris Reams Suz
Doug Sullivan Bul
Howard Arcurl Bul
125-200 AMATEUR
Dan Toby Bul
Terry Otton Bul
Ken Wood Oss
Rick Whiteacre Bul
250 AMATEUR
Jerry Baugh Oss
Doug Barrett BSA
Greg Johnson Suz
Tom Christenson Yam
250 EXPERT
Steve Pestoni Bul
Paul Mionor Jr. Bul
Roy Winters Mon
Scott Vendley Bul

(Continued from page 2)



FRIDAY, JULY 30

½-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. $2.50 adults, $1.50 hi-teens, 50 cents tykes. 213/793-3927.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Speedway. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.

PRO TT, Oregon Sidewinders. On Lawnfield Rd. near Clackamas, Ore. 8 pm. 503/659-1022.

SCRAMBLES (Night), Fremont Raceway, all classes, AMA sanctioned, Sign-up 5-7 pm. Practice 5:30 to 7. Race 7:30. $2 ride or watch

SCRAMBLES, Fremont Rcwy. 7:30 pm. $2 ride/watch.

SATURDAY, JULY 31

TT, Elsinore Race Track, Elsinore, Ca. 7:30. Off Hwy 71.

SPORT ST, Valley. Cycleland Speedway, 14 mi. S. of Chico, Ca. 8:30 pm. $2 ride/watch. 3 plates. 916/342-9302.

PRO TT, Mt. St. Helens. Castle Rock. Box 551, Castle Rock, Wash. 98611.

SPEEDWAY, Trojan Spdwy, South Gate, Ca. 7:30 pm. 213/923-9132, 862-0229.

ST, Cars & Cycles. Almeda Spdwy, 5 mi. S. of Astrodome, Houston, Tex. 7:30 pm. $2.50 gate. 713/529-3105.

SCRAMBLES, Hayward. Hayward (Ca.) Spdwy. $2 ride/watch. 7 pm. 'C' trac.

AMA NATIONAL HALF-MILE, Agajanian Ent., Inc. Corona (Ca.) Spdwy. 20 laps.

MOTOCROSS CANCELLED JULY 25th
OAK CREEK RANCH
Overnight OK

OSTEEN'S
Bike Park
in
POMONA
Now Over
400 Acres
New Hours
Weekdays 9 to 6:30
Weekends & Holidays 8 to 6:30
Admission: $1.50 per motorcycle & Mini Cycle $1.00 Per Mini Bike
.50 Per person +10% tax
Release forms required
for info. write 610 Cherry St., Brea, Ca. 92621
Directions: 2 min. off Pomona Frwy at Dudley exit

SPEEDWAY
Motorcycle
RACING
Friday
Night 8 PM
Orange Co.
FAIRGROUNDS
COSTA MESA

J. C. Agajanian PRESENTS ....
20-LAP NATIONAL CHAMPIONSHIP
MOTORCYCLE
A.M.A. RACES
PURSE $8,000.00
July 31
8:00 P.M.
GATES OPEN 5:00 P.M.
QUALIFYING...6:00 P.M.
CORONA RACEWAY
BUCHANAN AND RIVERSIDE FREEWAY
RESERVED TICKETS ON SALE AT:
Skip Fordyce, 14th & Main, Riverside
Corona Motorcycle Center, 620 N. Main, Corona
Harley-Davidson Motor Co., 501 E. 1st, Santa Ana
Agajanian Sport Cycle, 16829 Western Ave., Gardena
Aggie Suzuki, 19040 Hawthorne Blvd., Torrance
Floyd Emde, 1302 National Ave., National City
Reserved Seats $6-$7 — Phone 714 735-1705
Gen. Adm. (Night of race only) Adults $5, Servicemen in Uniform and Jr's. $3. 8 to 12 $1, Under 8 Free — FREE PARKING

ALL-JUNIOR MX, Indian Dunes, Valencia, Ca. $5. 805/259-8000.

TT SCRAMBLES, Reno, Nev. Washoe Co. Frgnd. Arena. 7:30 pm. 702/323-6055.

HRA TT, 395 Cycle Park, Adelanto, Ca. $2.25 entry. Sign 5 pm, race 7. 714/246-6109.

SUNDAY, AUGUST 1

¼-MILE ST, Wanderlust. Antioch Frgnds, off 'L' St. 2 pm. $2 ride/watch.

MX, Sprockets. Sprockets MX Track, 143 St. E., 63 St. S., Wichita, Ks. $2 ride, $1.50 gate. 316/683-6845.

MX, Cal-Am. Cal-Am Rcwy, N. of Sacramento, Ca. 11 am. Entry $4, gate $2. 1325 15th St., Room B, Sacramento, CA 95814. 916/446-5059.

TRIALS, PNTA. Portland, Ore. Box 131, Weston, Ore. 97886.

CMC MX, Osteen's Bike Park, Pomona, Cal. $5 mail (7/26), $10 post. Box 1402, Costa Mesa, CA 92626.

ACE MX, Indian Dunes, Valencia, Ca. Can-Am Series. $5 mail, $7.50 post, $1000 purse. 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. 714/247-7473 eves.

MINIS, AMRA, Indian Dunes, Valencia, Ca. $2.50 post, $3 non-members. 10 am. 805/259-8000.

MINIS, WWMBRA. San Jose (Ca.) Frgnds. Use rear entrance. $2.50 race, $1 watch. Noon. Box AE, Campbell, Ca.

CRA MX, Saddleback Park, Ca. 10 am, $6 post, $1 extra class. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3222.

HARE SCRAMBLES, Barstow. Limed from Central Barstow Frwy exit. $3.25. 9:15 am. D-37 pts. Silencers.

ALL-JUNIOR MX, Rough Rider Cycle Park. $5 mail, $8 post. 9:15 am. Box 1132, Ventura, CA 93001. 805/643-5858.

TT SCRAMBLES, Twin Wheelers. Perkins & Hueneme Rds., Oxnard, Ca. 'C' trac. 10 am. $2.50 mail, $3.50 post. 605 E. Maple St., Oxnard, CA 93030. 805/483-2669, 485-1688.

TUESDAY, AUGUST 3

MINIS, SCMBA. Trojan Speedway, South Gate, Ca. 6 pm. $3 post, $1 gate. 11 classes. 213/862-0229.

WEDNESDAY, AUGUST 4

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking, program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 & El Toro Rd. $5 mail (8/2), $10 post. 7:30 pm. 714/774-3222.

THURSDAY, AUGUST 5

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Racwy, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca. Gates close 7:15 pm. 213/862-0229.

FRIDAY, AUGUST 6

½-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. $2.50 adults, $1.50 hi-teens, 50 cents tykes. 213/793-3927.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Speedway. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.

PRO TT, Sidewinders. On Lawnfield Rd. near Clackamas, Ore. 8 pm. 503/659-1022.

SATURDAY, AUGUST 7

TT, Elsinore Race Track, Elsinore, Ca. 7:30. Off Hwy 71.

SPORT ST, Valley. Cycleland Speedway, 14 mi. S. of Chico, Ca. 8:30 pm. $2 ride/watch. 3 plates. 916/342-9302.

PRO TT, Mt. St. Helens. Castle Rock. Box 551, Castle Rock, Wash. 98611.

SPEEDWAY, Trojan Spdwy, South Gate, Ca. 7:30 pm. 213/923-9132, 862-0229.

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Aug. 22nd — Carlsbad (Penton Series)
Sept. 5th Osteen Park
12th Carlsbad
19th Saddleback Park
$5 mail entry — $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 — sign-up closes 9:00 AM — racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

PRO ½-MILE, Agajanian Ent. Corona (Ca.) Rcwy. 8 pm. $1200 purse. Free parking. 714/735-1705.

SCRAMBLES, Shasta. Happy Valley Racwy, 11 mi. W. of Anderson, Ca. $2 ride/watch. 8 pm. 916/365-7753, 365-1709.

JUNIOR MX, Indian Dunes, Valencia, Ca. $5 post. 805/259-8000.

SUNDAY, AUGUST 8

MX, Lompoc Slo-Pokes. Spillway Park, Broadway offramp from Hwy 101 in Santa Maria, Ca. $1.50 gate, $3.50 ride. 10 am. D-35 pts. 805/735-1177, 736-6362.

ACA MX, Saddleback Park, Ca. $5 mail, $10 post. Cash to Seniors. Prac. 8 am. 714/774-3222.

SCRAMBLES, Desert Racing Ent. Lucerne Valley, Ca. $300 purse. 2 50-mi. loops. 16400 Vanowen St., No. 1, Van Nuys, CA 91406. 213/787-5208.

MX, Rough Rider Cycle Park, Simi, Ca. $4 mail, $8 post. 9:15 am. $500 purse. Box 1132, Ventura, CA 93001.

ACE MX, Indian Dunes, Valencia, Ca. Can—Am series. $5 mail, $7.50 post. $500 purse. 805/259-8000.

CMC MX, Osteen's Bike Park, Pomona, Ca. $5 mail (8/3), $10 post. Box 1402, Costa Mesa, CA 92626.

AMA NATIONAL MILE, Livonia, Mi. 20 laps.

MX, CMC Oregon, Goose Hollow. 20 mi. W. of Salem, Ore., on Hwy 22. $5 post, $1 extra class. 503/364-0461.

HARE SCRAMBLES, Masterlinks. Limed from Adelanto, Ca., 17 mi. N. on Hwy 395. 9 am. $3.25. Mufflers. Nov. one loop. 213/327-1962.

SMRA TRIPLE-HEADER, Green Valley Rcwy, N. of Frot Worth, Tex. MX, drags, and road races. 2507 TCU Ave., San Angelo, Tex. 76901. 915/949-1030.

MINI, SCMB&KA. Saddleback Park, Ca. 10 am. $2 gate, $2.50/class, $4 non-members. Box 1455, Huntington Beach, Ca. 92647. 714/584-0269, 646-6025.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2 non-members, $2 gate. 714/247-7473 eves.

MINIS, AMRA. Indian Dunes, Valencia, Ca. $2.50 post, $3 non-members, 10 am. 805/259-8000.

MINIS, WWMBRA. San Jose (Ca.) Frgnds. Use rear entrance. $2.50 race $1 watch. Box AE, Campbell, Ca.

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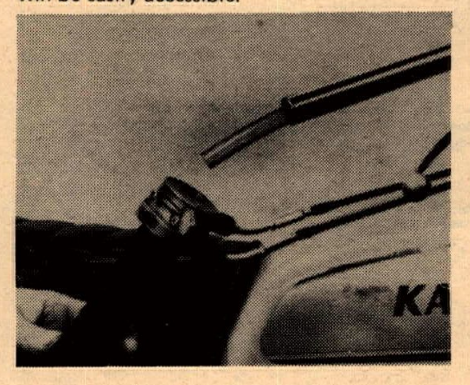
The Home Workshop

By Rod Breaker

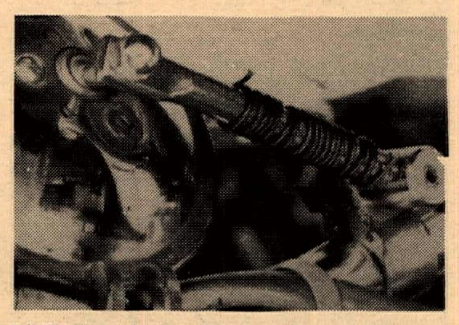
MORE ON ENDURO PREPARATION

Most of the preparation that we have gone into has been of the preventative nature, there are also things that you can do to be prepared for the things that happen whether or not you have tried to avoid them or not. Even the best of machines break down at one time or another. Some of these breakdowns cannot be repaired in the field and some can; it is up to you to be ready for any of them. Here are a few more tips on what you can do to be prepared for them.

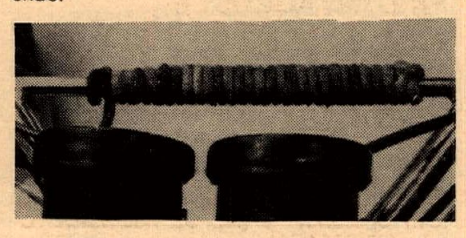
1.) Nobody plans to run out of gas, but if you do (usually I run low on fuel when I get lost and waste time and gas finding the course again) about your best bet for enough gas to get you to a check is another rider with a larger tank. Trying to get gas from one tank to another in a hurry so the other rider won't be late can be a problem at times. If you take off the throttle assembly (as shown here) and insert a length of hose inside the handlebar, it will be easily accessible.

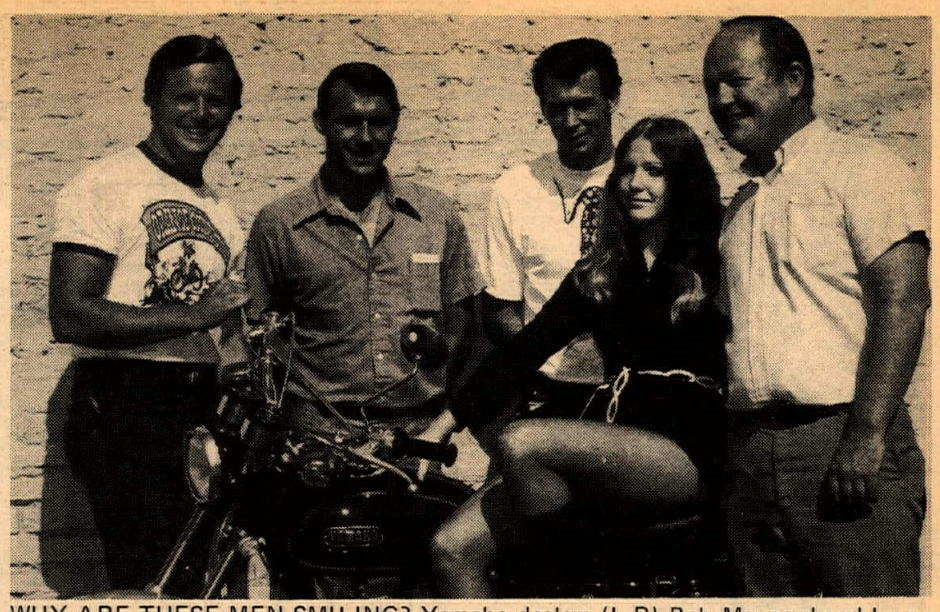


2.) While many riders malign the use of baling wire (it is rumored that H-D has a patent on this item) it can come in handy when you are out in the middle of nowhere. Once Red Williams, the Nebraska AMA Referee, used a piece of baling wire to hold the sprocket to the brake drum on his Harley-Davidson by weaving it back and forth through the rivet holes after the rivets had sheared off in the boonies. It can be carried in any inconspicuous place such as shown here. A length of it has been wound around the mirror bracket where it is out of the way but readily accessible.



3.) We should always be ready for that one time when we have a problem that is irreparable. When you have given up and there is no way out, a rider still doesn't want to leave his machine in the boonies and ride out with the cleanup crew or another rider. He would rather take his machine with him, so a tow rope of some kind is in order. A thin nylon line that can be carried in the pocket in all right, but I prefer a length of hemp wrapped around the crossbar of the handlebars as shown here. Now it serves a dual purpose. Not only do you have the rope handy (in case you want to hang yourself when you find you missed a check) but also acts as a padding for the crossbar which may save you a few teeth in case you do a fantastic endo.





WHY ARE THESE MEN SMILING? Yamaha dealers (L-R) Bob Maynard and Larry McClelland of Orange County Cycle, Dick Fox of Buena Park Yamaha, and Lee Stiles of Lemar Cycle are sponsoring the first annual Orange County Yamaha Dealers' Night July 28. KYMS radio of Santa Ana will broadcast live from El Toro Speedway that evening with a special disc jockey race during the intermission. The ACA-santioned TT/flat track event starts at 8:15. By the way, Robbie Hatfield, second from the right, is the primary reason you stopped to read this, right?

Sexton, Gillespie Thrill Perris Fans

By Elaine Jones

PERRIS, CAL., July 10, 1971 — Again the Amateur-Expert Big Bike class had the crowd on its feet with Jeff Sexton and George Gillespie supplying the thrills at Perris Raceway. Jeff took the first go with apparent ease but the second moto saw George put on the pressure and almost grab it away at the finish line with a real squeaker. In the third heat George pulled all the stops and nobody could catch him. It was too late to take first place honors from Jeff but the next time they meet should be a dandy.

Leory Clubb in his second heat of the Nov. Moto I fell in the first lap, got up and plowed through from dead last to take the win at the wire. This gave him a grand slam for the night over Harvey Weidman and Thomas Howe. Leroy hasn't been on a track in over a year. Frank Novotney, who also hasn't been out in a while captured the second Big Bike moto.

Rob Morrison didn't make the first race in the 100cc A/E go but still came up with the win. It was the musical places everyone else was playing that did it. Doug Mason moved up the ladder after a slow start to take second.

Mike Horton and Gorden Bettencourt dethroned Jamey Blunt in the 175-200 class. Jamey, who was limping around from a fall during practice, has accepted the challenge from Mike and Danny Horton to a match race in the spirit of good competition among three fellows that do go fast.

Doug Mason held on to this throne in the 250cc Amateur/Expert go but the pressure is becoming a little strong from Terry Stanford. The Stanford brothers have always been hard competitors with super tuned machines and if anyone does beat Doug my money had to go with Terry as the one to do it.

(Results on page 28)

Carlson Shines at Mini-National

By Dick Lamb

IRVINE, CAL., July 11, 1971 — Greg Byers' performance in the Mini Cycle "A", 12 and older class gave him the 6'4" Yamaha Perpetual Trophy in today's Mini Bike Nationals at Saddleback Park.

Riders from as far away as Michigan and Indiana treked to Vic Wilson's splendid facilities here to compete, and each responded with praise, both for the location and the competition.

The young winners and runners-up (through five places) each received a trophy from a 16-year-old bikini-clad trophy girl along with a kiss — when the recipient was willing.

Among the other awards presented there, included a Yamaha Mini Cycle, a set of leathers, Ceriani forks, 28 helmets, 14 cases of oil, four tires, gift certificates ranging from $25 to $5 given by the different Southern California M/C shops, subscriptions to Cycle News, T-shirts, etc.

It was a long day of competition with Dave Carlson gaining some glory with the fastest time as well as a fine wheelie performance.

(Results on page 28)

TRI-AM Benefit Series

The Tri-Am will be one of the largest and richest motocross events to ever be staged with $15,000 in prizes, contengencies and trophies. It also includes a $2,500 cash purse to Senior riders. Four Suzuki 400 Cyclones will be given away to winners of Novice events. An additional Suzuki will be given away by drawing from overall entries received.

Novice and beginner riders will also by vying for such prizes as custom made racing leathers, racing gloves, "Champion" helmets, 50+ cases of oil from several manufacturers, wrist watches, $25 and $50 merchandise gift certificates, Cycle News and Cycle Weekly subscriptions, large trophies and a variety of other cycle accessories.

On July 25, beginners and novice riders will hold qualifications at Indian Dunes Park in Valencia, Calif. The 50 top riders in each class/event will advance to the awards day finals. On Aug. 22, those novice and beginning riders will join with the open entry field of senior riders and compete in the finale to be held at Rough Rider Cycle Park, Simi Valley.

Mail entry fee for beginners (never raced before or less than six races and Novices (six or more events raced but no higher qualification in any club or organization) is $10 for the Dunes qualifying. Speical post entries in novice class will be $10, if any available, and Senior post for Rough Rider is $25. Novice-Beginner deadline is July 23 with Senior mail entry deadline set Aug. 14. Entries may be mailed to Tri-Am, P.O. Box 1132, Ventura, 93001 or information by calling (805) 643-5858.

All qualifying beginners-novices will pay an additional $2 for the Rough Rider Finale and all entrants receive awards.

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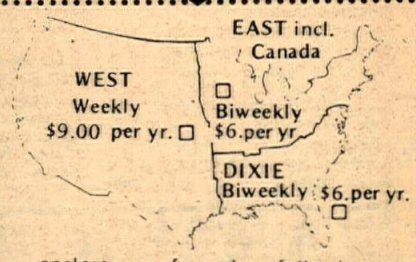

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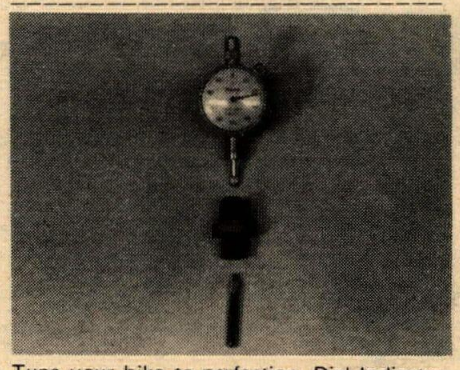

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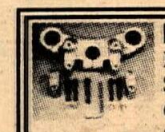

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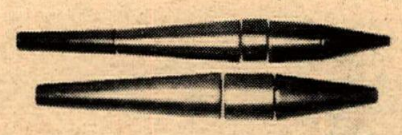

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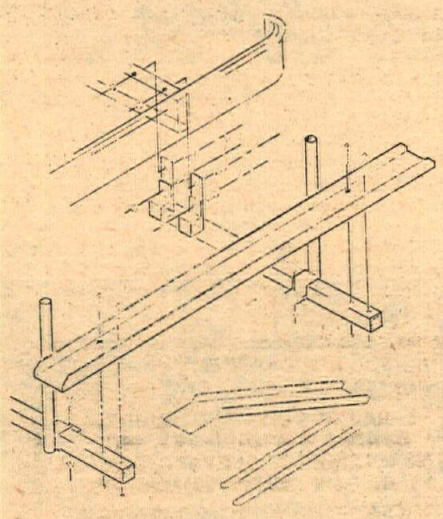

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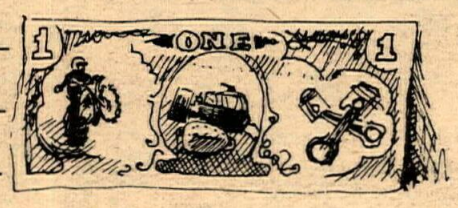

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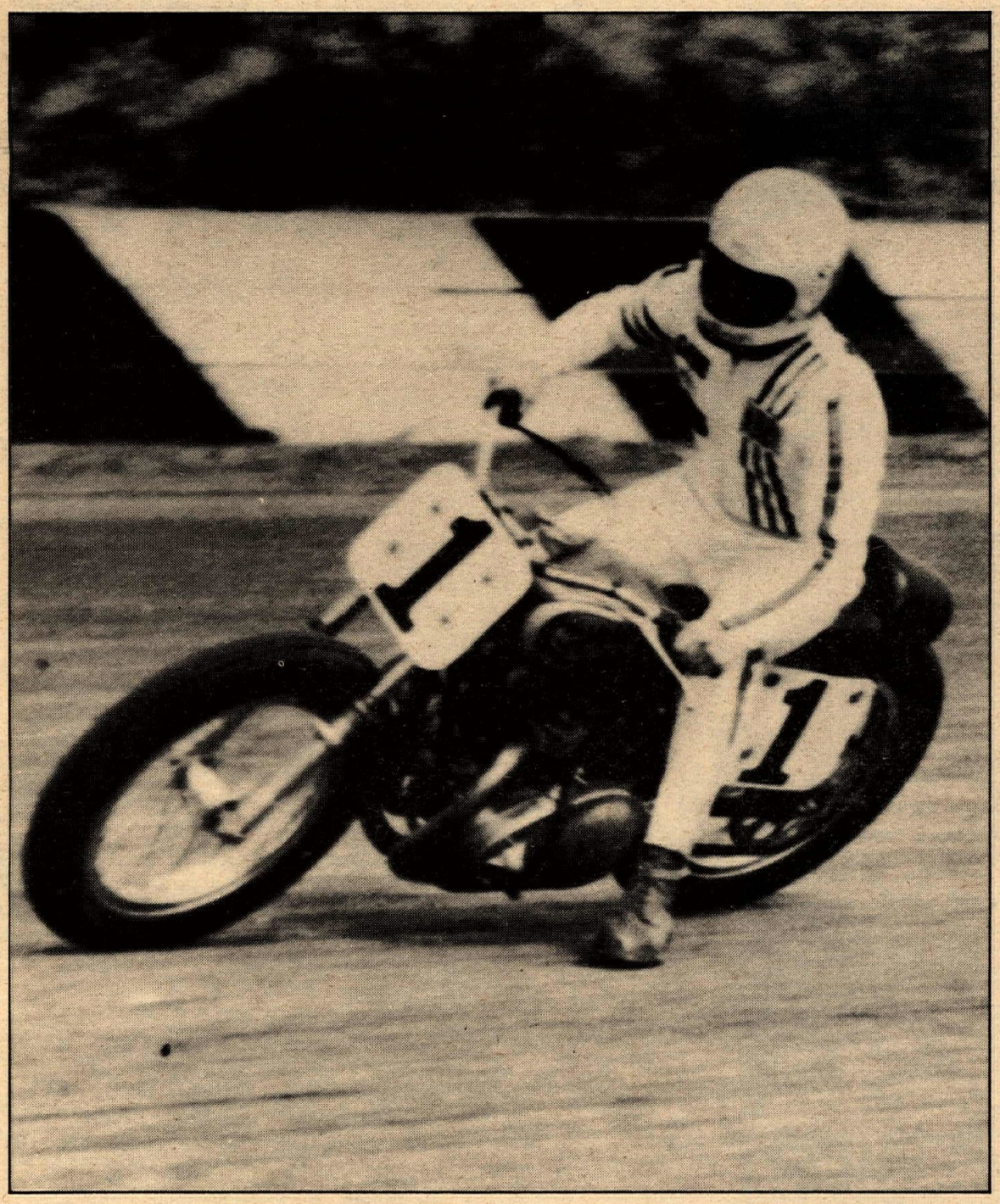

Triumphs take 5 of top ten places.

Gene Romero, current AMA Grand National champion, added more points to his national standing last week by winning the San Jose National Half-Mile. Moving into the lead from the start, Gene held first place right through the checkered flag. Long time favorite, Eddie Mulder, took second place on another Triumph. And three other Triumphs also placed in the top ten of this 20-lap race.

Triumph can sure take you places. Ask Gene Romero.

The Big One

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